



US Army Corps  
of Engineers  
St. Paul District

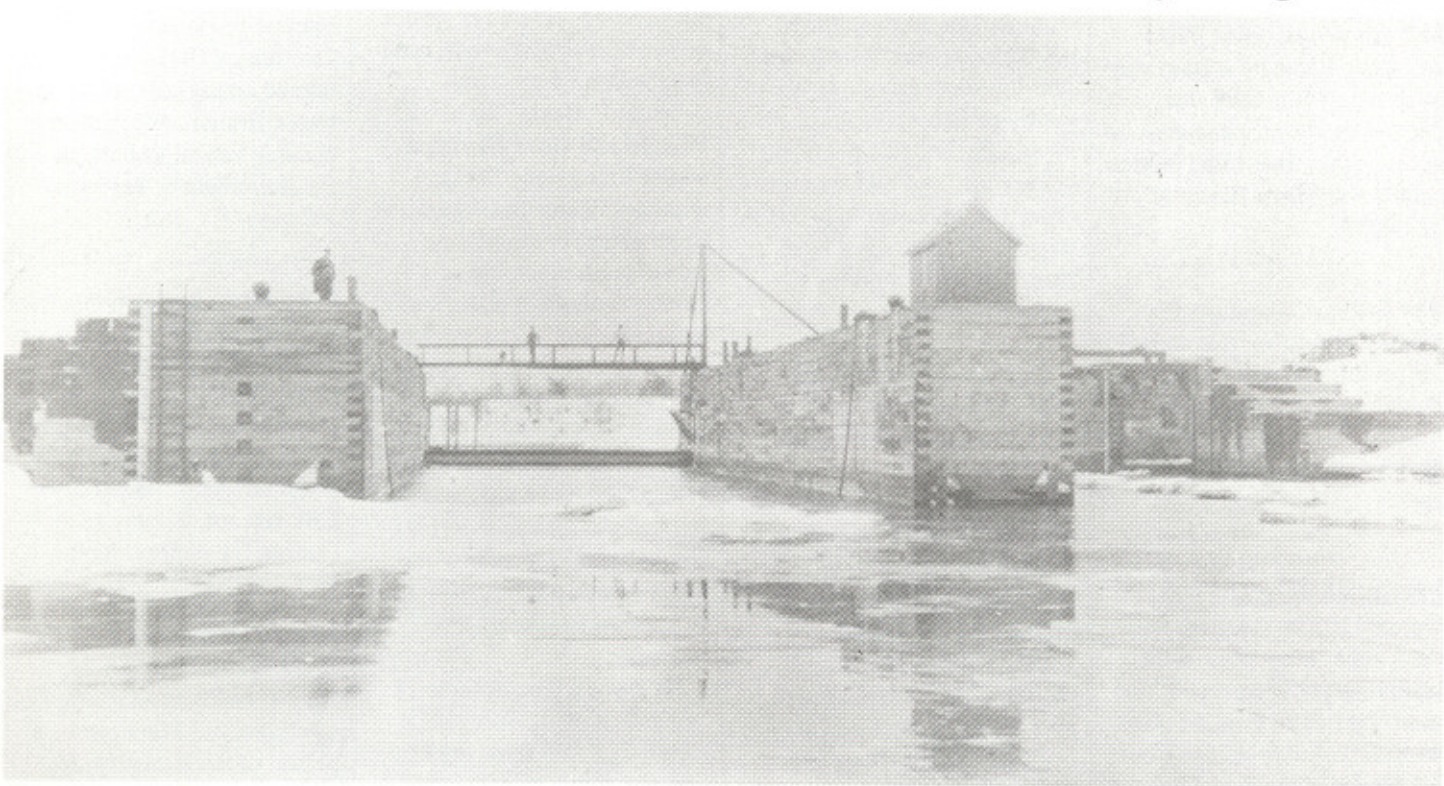
# Crosscurrents

"Largest district in the North Central Division"

Vol. 13 No. 10, October 1990

Ninety-nine years ago, the fifth headwaters reservoir began rising out of the frontier of northern Minnesota, when a bateau and oars could be bought for \$46.03 and a carpenter earned 92 cents for one ten-hour day. Construction of the Sandy Lake dam was a challenge for Archibald Johnson, whose education and experience would be put to the test.

Story on Page Nine.



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## Bits and Pieces

The annual **Employee Benefit Fund Holiday Bazaar/Boutique** will be held Monday and Tuesday, November 19 and 20 in room 1022 from 9 a.m. to 4 p.m. Friends and relatives as well as employees are encouraged to participate by donating baked goods, craft items, home-canned goods, candy, decorative items, etc. 90% of the asking price goes back to donor, with the other 10% going to EBF. Previous years have seen Christmas towels and wrappings, dolls, jellies and jams. It can be a good way to earn a little money and perhaps purchase some of your holiday gifts. Interested parties should call **Mary Rivett** at 220-0237.

The **Federal Women's Program Committee** is sponsoring an internal **Job Fair** in November. Details on this innovative event will be in the November issue of *Crosscurrents*.

**Presentations by the DE**  
Colonel Roger Baldwin has been rather busy lately with numerous public speeches and meetings. In August, he met with the **Civilian Aid to the Secretary of the Army** for the state of Minnesota, Veda Ponikvar, for an overall briefing on District missions. September brought a speech to the **S.A.M.E. chapter of Green Bay, Wisconsin**. Though Green Bay is out of our District, the Colonel spoke on the missions of the St. Paul and Detroit District and presented contracting forecasts for both districts.

The DE also spoke to **employees of the St. Paul District** on September 24. A

synopsis of his talk is on page ten of this issue of *Crosscurrents*.

The Colonel brought the "**old-timers**" up to date on changes over the last year. Photographs on page six in this issue.

### **Water Safety Tip - Don't Drink and Drown!**

*from the U.S. Army Safety Center, Fort Rucker AL*  
Drownings bring tragic end to summer fun. Each summer, soldiers and their friends and families meet on or near the water for fishing, skiing, swimming and just plain watery fun, and each summer dozens of these outings end in tragedy. The causes range from fatigue to drinking to lack of familiarity with the area.

One soldier who dived head first into only 2 feet of water was paralyzed from the neck down. Another was killed when he dived into water that was only 6 inches deep. Still another soldier got caught in an ocean tide. He drowned because he panicked.

Often nonswimmers get carried away with the fun or peer pressure and get in over their heads (literally) before they realize the danger they're in or because drinking has influenced their judgment. In many cases, they drown. Their abilities are not equal to their actions, and the abilities of their companion are not sufficient to save them.

Too much sun and fun, particularly when mixed with alcohol, sap the strength and limit the abilities of even the strongest swimmer. The weak or nonswimmer has little chance of getting out of trouble at the end of a long

boisterous day at the beach.

Water added to a drink is fine in its proper place, but sipping alcohol when you're in the drink is both dangerous and foolhardy.

### **Paint-A-Thon project aids elderly**

Four Corps employees wielding paintbrushes, scrapers and ladders donated an August Saturday to join the Metropolitan Paint-A-Thon, a service project helping spruce up the homes of those in need (and without the means).

**Vicki Fetterly, Vicki Wright** and **Dave Christenson** of Emergency Management and **John Blackstone** of Engineering Management joined the federal inter-agency volunteer team "the Whitewashers". Their project was a picket fence, entryway door and garage in need of paint at a home owned by an elderly Minneapolis woman. The garage had been cited as an eyesore, for which a fine would be leveled against the home owner, so the crew of federal workers was quite welcome.

"It was the first Saturday I had gotten up that early in a long time," admitted Vicki Fetterly. "But when it was done and the lady (owner) saw it, it felt so good. I would definitely do volunteer work again. The elderly are so neglected."

The Paint-A-Thon volunteers were rewarded with a picnic at Minnehaha Park, following their day of hard work. "Next year, we are going to ask lots of Corps people to donate their time to help," added Vicki.

More personnel changes took place this month in Engineering Management. **Gary Anderson** and **John Blackstone** have been selected for two GS-12 vacancies in the new Civil Works Section, headed up by **Dave Loss**. Gary takes over on the Rochester project, while John will work on the Portage, Duxby and other projects.

**Marie Niesen**, chief of Plant Section in Construction-Operations Division, has been named acting chief of Maintenance Branch. The position became vacant last month with the retirement of Harlan Johnson.

Goodbye to **Susan Kean**, who recently left her job in the Personnel Office after 11 years in the District; and farewell to **Maxine Mayes** of ED-M, who has been with the District about one year. September 28th was the last day in the District for summer hires.

**Bruce Heide**, chief of Public Use Planning Section, has been detailed as an acting Life Cycle Project Manager for a period of three months. He will be assuming the work formerly done by John Bailen, now in ED-M.

Taking over as chief of Public Use Planning Section will be **Russ Snyder**, landscape architect.

**Holiday Party December 14**  
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## Accounts Payable needs you!

*Ed: Public Affairs has long wished for the resources to publish an article in each issue of Crosscurrents that explains the function and responsibilities of the various offices and divisions in the District. For the larger divisions, we'd hoped to break it down into branches or even sections. This series of articles was even a recommendation from many employees in the Crosscurrents Survey last summer. (Yes, we heard you!) However, articles, all articles take a lot of that precious commodity, time... time to interview, research, write. We were delighted to find that Carol Opdahl, chief of the Accounts Payable Section in the Resource Management Office, had taken the initiative to write an article on her section, for us! Thank you, Carol ... and we add our voices to her request that other section, branch, office or division chiefs follow her lead. In fact, we'll take articles from just about anybody! (almost)*

One of my responsibilities as a new (nine months) Army COE employee is to cooperate with other offices and divisions to accomplish the overall mission of the St. Paul District. It occurred to me that to establish proper priorities (my work versus the work for other departments) it would be helpful to understand what these other departments do, and how they use my "cooperation".

I have written this article to acquaint others with the Accounts Payable Section (formerly the Examination Section) and am hoping that other Section Chiefs/ Department Officers will prepare brief articles regarding their areas in future issues of *Crosscurrents*.

As one of the many support offices in the District, the Accounts Payable Section cannot function without the cooperation of others. These are primarily the other sections of RMO, Contracting (they furnish copies of all contracts/purchase orders to us) and Logistics (they furnish receiving reports and 4480s to us) and everyone else in the St. Paul District who purchases and/or receives merchandise or services for the COE. We use these documents to compare to the invoices that we receive from vendors. When the information on these three documents match, we prepare the payment vouchers in accordance with Army regulations.

When the information does not match, we resolve the discrepancies with the parties involved in the transactions.

The Prompt Payment Act established payment due dates that are to be met or the payment is "late" and interest penalties must be paid. Interest penalties are charged to the Department that is responsible for the "late" payment. Example: the 4480 was prepared after the payment due date. The payment due dates are computed from the date the invoice is received or from the date the merchandise is received and accepted, whichever is later. The payment due dates are com-

7. Estimated payments on construction contracts are due to be paid in 14 days.

8. If payment terms are not specified in the contract, or the terms are net 30, the payment due date is 30 days. (approximately 40% of the payments)

We have limited amounts of time to process the documents to make timely payments and avoid losing discounts and/or pay interest penalties.

We processed 18,664 invoices in the twelve months ending March 31, 1990. These invoices were matched to the contracts/purchase orders and receiving reports before they were paid as is



Your Accounts Payable Team (from left): Nancy Sanchez, Carol Opdahl, Debbie Miller, Alan Atkins, Tammy Dale and Denice Ricci. Not pictured: Gina Erickson

puted for different lengths of time for the following reasons:

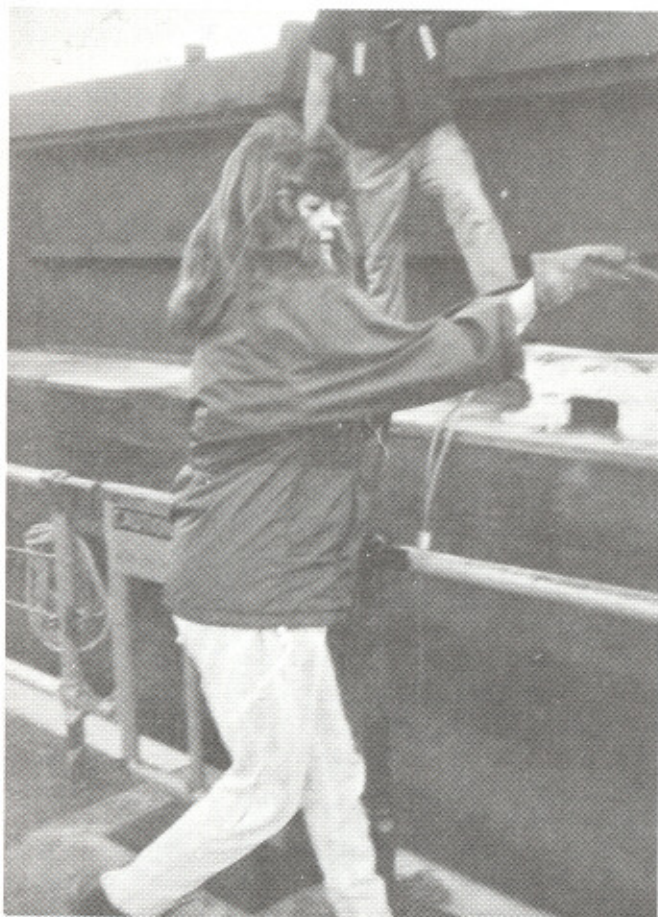
1. The contract/purchase order specify the terms of payment.
2. The payment is due upon receipt of the invoice. (Government Printing Office invoices and 40% of the other invoices we receive)
3. If meat or meat food products are purchased, payment is due the 7th day after delivery. (i.e. the groceries for the dredge *Thompson*)
4. If perishable agricultural commodities are purchased, payment is due the 10th day after delivery.
5. If a discount is offered, the payment due date is the last day of the discount period, usually 10 days.
6. GSA contract purchases are due to be paid in 14 days.

required, which means that we processed more than 55,000 documents manually to pay commercial vendors. We request the receiving report and 4480 from the department that placed the order, and as you can see, time is of the essence to meet the payment deadlines. If we request a 4480 a second time, please send the 4480 to us. If it was sent earlier, we did not receive it.

We also process the travel reimbursements and travel advances for COE employees, 4445 in the same twelve month period. We began processing travel claims via computer on May 1, 1990 in an effort to provide faster reimbursements to employees.

**Article by Carol Opdahl, chief,  
Accounts Payable Section**

## From clerk-typist to lock and dam operator, Denise Lepke claims "I'd never want to go back to inside work."



Denise Lepke came to Lock and Dam No. 8 as a clerk-typist in 1984, entered the Upward Mobility program two years ago, and is now a Lock and Dam Operator there. "I learned a lot while I worked in the office, just took it all in," she explains, so she was enthusiastic about entering into training as a lock operator.

"It helped that I had had some farm experience," she points out. Denise and her husband, Chris, farm with his father near Chaseburg, Wisconsin, where they keep a herd of 120 cows. "We also raise tobacco, and I helped with harvesting the crop, which is hot and heavy work." Now that Denise is working shifts at the lock, Chris takes their four-year-old daughter, Chelsie, to the barn with him so Denise can get some sleep. Denise was exempt from barn work while she and Chris were expecting their second child. Denise is currently on leave, following the recent birth of Nathan Christopher.

Lockmaster LaVern Horstman adds that the site had recently bought two new roller gate chains that Denise was detailed to grease before they could be used. "She's not afraid to get right in there and work."

"I really like the outside jobs ... I'd never want to go back to inside work," says Denise.

**Part of a continuing series on the  
Upward Mobility Program  
Story by Rose Braatz, Writer-Editor**

## An artful affair



Lockmaster Bob Stahl and Assistant Joe Dvorak assisted the dancers onto a Corps workboat for one of their rehearsals prior to the "Solstice Falls" dance, held for the second time at St. Anthony Falls in downtown Minneapolis.

Each of the nine dancers had to be placed onto a mooring cell at the upper end of the lock. The river current was rather high at this time and Bob, Joe and Area Lockmaster Arden Duvall (not pictured) exercised precautions to ensure the dancers' safety.

Three dances were held the weekend of June 21, at the time of the summer solstice and were well attended.

## Feed-a-Kid-a-Line (fishing line, that is)!

By Park Ranger Rich Scheuneman  
Lake Ashtabula



Rangers Tom Votteler and Rich Scheuneman pose for an official shot of the catchers and catches of the day on *Take A Kid Fishing Day*.

The second annual *Take A Kid Fishing Day* was held Saturday, June 9th, at Lake Ashtabula in conjunction with National Fishing Week and North Dakota's free fishing weekend.

Fifty kids from the Barnes County area, aged 6-12, participated in a morning of fishing and an afternoon of educational programs.

There were 23 volunteers from six different agencies that helped sponsor and run the event. These agencies were the Corps of Engineers, Barnes County Wildlife Federation, Valley City Women of Today, Barnes County Sheriff Office, Valley City Police Department and the North Dakota Highway Patrol.

Only 8 kids actually caught any fish, but the rest had a great time trying. For many of the youngsters, it was the first time casting a line into the water by themselves. Some kids didn't know how to bait a hook but, with the help of their volunteer group leader, were putting a night crawler on their hook by the end of the morning. One boy from Valley City caught a three-pound smallmouth bass which put him into the North Dakota Whopper Club. He will receive a patch and certificate to commemorate his catch.

After lunch, the kids were gathered together for a water safety program and a "Mr. McGruff" program. In the water safety program, points stressed were the different types of PFD's and their

proper use, statistics on water related fatalities and actual water safety accidents that have happened on Lake Ashtabula. The water safety program was not all lecture. The kids had fun in the Great Lifejacket Race. The race had kids in

four lines running a short distance to a PFD which they then had to put on and take off as quickly as possible. The line that got everyone through won. The hidden objective of the race was to demonstrate how difficult it is to put on a PFD when in a hurry on land, let alone in an emergency situation in the water.

In the "Mr. McGruff" program, organized by the Sheriff's Office, Valley City Police Department and the North Dakota Highway Patrol, the kids were told how to handle strangers that might try to abduct them, people pushing drugs and what to do when they witness any type of crime. At the end of the program, "Mr. McGruff", the crime dog, invited the kids to turn on the sirens and talk over the public address system in real squad cars.

As the kids boarded the bus to go home, they were given a bag containing safety wise literature and coloring books, a National Fishing Week Educational Activity Book and many prizes donated by the merchants of Valley City.

The day went so well that, next year, *Take A Kid Fishing Day* will have the number of participating youngsters increased to 100!



Ranger Eric Brandon helps a kid bait her hook, while another happy participant grins at the camera from behind.

## Old Timer's Luncheon well attended



**ABOVE:** Sharing a good joke are (from left) Lou Kowalski, chief of Planning Division; retiree Carl Anderson; retiree and luncheon co-chair Wes Walters and Mrs. Walters.



**LEFT:** Janice and Harlan Johnson listen as Al Rosenberg of Construction-Operations Division makes a remark. Harlan Johnson retired from his position as chief of Maintenance Branch in Construction-Operations Division only last month.



**ABOVE:** Bob Fletcher, newest selectee for the District's Hall of Fame, shares a table with other retirees and spouses. Bob is a former chief of Design Branch in Engineering Division.



**LEFT:** Pete Fischer, retired chief of Engineering Division, acted as the emcee for the luncheon.

## Letters from the Public

To : Navigation Section, Service Base  
US Army Corps of Engineers  
Fountain City

My husband and I are two of the boaters who signed a petition to keep the cove opposite Reads Landing open and available to boaters. We sincerely appreciate the response from your St. Paul District and understand the need for this spot to be used by the Corps in maintaining the channel.

**I am writing to express appreciation that our concerns were considered. So many times in dealing with 'government' one has a hopeless feeling that they won't be heard. Thank you for listening to us and responding.** We will miss using the cove area, we consider it a safe place to beach and have used it many times.

We are saddened each year to see more and more abuse of boating etiquette by boaters - we old timers call them weekend warriors. Don't misunderstand me, we old timers are not perfect boaters. However, we have been on the river enough to respect it and shudder when more and more boaters utilize it without knowledge of the channel markers, barge traffic, boat etiquette, etc.

Please call upon us if we can help in maintaining and promoting safe boating in this part of the Mississippi.

Sincerely,  
Kay and Ron Fogelson  
normally found aboard *Fogey's Folly*

Dear all the rangers Mary, Dave and Jim Bobard and Greg and all the other Rangers

**Thank you for making this a very, very, very nice campground here** and making it so the chipmunks eat the bread and for the loons in the water and seagulls and the squirrels and other animals in the campground and for making this campground so free and so nice!!!!!!!

My grandma and grandpa think that this campground is the best campground in the whole world !!!!!!!!!!!

From: Emily  
and Jessy

*(Ed: I wish we could have reproduced the original letter here. It had pictures of a loon(?) and pine trees and a row of hearts and musical notes, with the loon saying "Wow, what a nice place to live. I love it very much." The note, all written in pencil, also said in several places, A THANK YOU CARD.*

Dear Sir

**The citizens of the town of Osterdock, Iowa, wish to take this opportunity to thank the Corps** for the use of pumps provided by Mr. Pedretti of Lock and Dam #10 in Guttenberg. They provided valuable and much needed service during the recent flooding of the Turkey River in our town.

We tried to return them in the condition we received them, including clean, and feel confident that we succeeded.

Thanks,  
Elmer Radabaugh  
Mayor of Osterdock

Gentlemen:

**This is just a note to let someone in the Corps of Engineers know what a pleasant visit I had at your Federal Dam Campground** last month. My returning, a few weeks later, only confirmed that it was one of the best camps I have encountered in my travels in the U.S.

Perhaps, too, it was your personnel that added the extra "plus" - they were pleasant, accomodating and interesting personnel.

Again, thanks for a good camp.

Sincerely,  
William E. Donikey  
Fallston, Maryland

## Bridge project dampens traffic, but not spirits

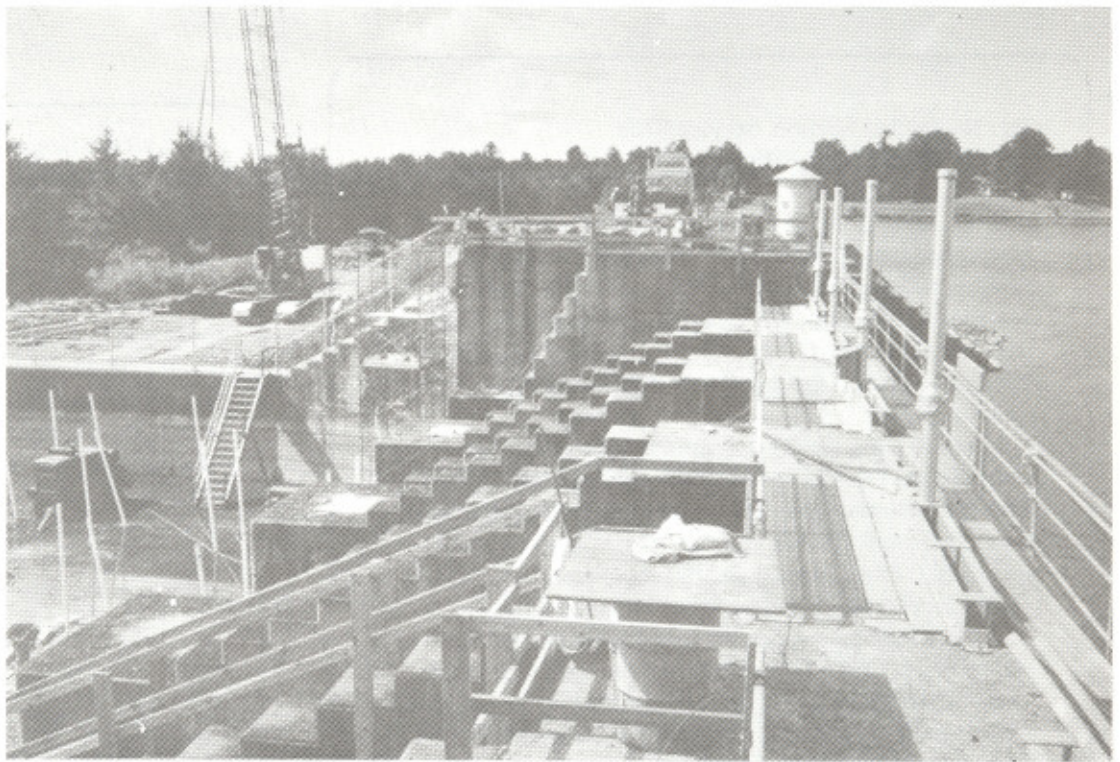
By Rob Hirschboeck, Park Ranger, Lake Winnibigoshish

Construction of a new bridge spanning the dam at Winnibigoshish Lake began on July 20, with the road being closed shortly thereafter. The road, Itasca County 9, serves as shortcut between the Cutfoot Sioux area to the north and the southern end of "Big Winnie" and basically follows the eastern edge of the lake. Southbound travelers can then pick up U.S. Highway 2 and continue west to Bemidji.

Visitation at the campground at Winnie Dam has been affected very little. Many of the campers are retired couples that come to camp for extended periods of time during the warm season. The sounds and activity of construction haven't dampened their spirits in the least. Art Green (age 82) and his wife Mildred have been driving the 2000 or so miles from their home in Englewood, Florida, for the past 15 years. When asked what he thought of the bridge project, Art replied: "It hasn't bothered me a bit! I always enjoy the companionship and camaraderie of our stays here."

The bridge project, however, has made for some inconvenience. Rangers at Winnie have had to turn back more than one bewildered vacationer wanting to cross the bridge, even though signs warn of the closing miles before the dam. Firewood for the campground is purchased from a sawmill in Bena, located on the southern end of the lake. The drive to haul wood is now 24 miles longer roundtrip than before! Resort owners on the south side of the dam have to take the long way around to Deer River for Sunday papers, etc. They're thankful that the project was begun after the busy season of early summer.

The bridge is scheduled to be open for traffic on November 1st with total completion early next spring.



### Don't be sympathetic. Do more.

#### Words of advice from the 1990 Federal Women's Day program

*The following comments were made by Ann L. Nilsson, who rose from a GS3 to a GS12 during her federal career, which included 12 years in the personnel field. Future issues will contain more of her advice for career success.*

It's time for federal women to get in step with men and take their rightful share of successes. Rather than waiting passively by for success to find you, there are some things you can do to create your own success.

**Don't be sympathetic.** Look at yourself objectively. Are you the kind of employee you would like to have working for you? Is your work on time? Is your work accurate? Do you take criticism constructively or argumentatively? Can management count on you to show up everyday to carry your share of the workload? Do you take extra time at lunchtime or breaktime? Do you come in a few

minutes late and leave a few minutes early? Do you waste a lot of time talking instead of working? Don't think it isn't noticed.

**Do More.** You have to do more than the minimum requirement of your job. Look around your office. Is there a procedure that could be revised to be more effective or take less administrative effort? Is there a problem you could solve with a little research? Is there someone in another office that would give you a written pat-on-the-back for doing an especially efficient job for them? Doing the minimum doesn't get you promoted - doing more than the minimum might.



## *Fish - 4 cents a pound*

Logistics, contracting, personnel and accounts payable challenges  
in the 1890's

Since 1850, the Corps, as well as private commercial interests, had been investigating the feasibility of damming the Mississippi headwaters to regulate the flow of the river downstream. In 1878, Congress asked the Corps to examine the impact the proposed reservoirs would have on navigation. At that time, periodic changes in the water levels of the river between the headwaters and Lake Pepin made steamboat navigation impossible for weeks, and sometimes, months, at a stretch. Upon the Corps' finding that a reservoir system would improve navigation on the Mississippi River, Congress approved the construction of the first dam at Lake Winnibigoshish, which was completed between 1881 and 1884. Congress authorized additional dams at Leech Lake and Lake Pokegama between 1882 and 1884. Over the next 28 years, the District completed the last three dams in the reservoir system at Cross, Gull and Sandy lakes. The following is a fictional account of some of the challenges faced by Archibald Johnson, newly assigned "construction manager" for the Sandy Lake dam. The prices may seem cheap compared to today's standards, but, in the context of the times, this was an expensive venture!

Story by Terry Ladd, Park Ranger, Sandy Lake

The year is 1890 and your name is Archibald Johnson, assistant engineer in the St. Paul District. At this morning's staff meeting, your commander, Major Jones, informed you that you will be in charge of construction of the new dam at Sandy Lake, located in a frontier area with few roads or non-Indian inhabitants. It will prove to be a vast undertaking that will consume your thoughts day and night for the next several years. All your schooling and practical knowledge will be put to the test.

The Sandy Lake dam will be the fifth dam in just a few short years to be built by the District and, as an engineer, you're pleased with the assignment. You're also pleased to hear that George Snetsinger, the builder of other reservoir dams, will be the overseer, your right hand man. His knowledge of the men, materials and supplies needed will save you a lot of legwork and much of the dreaded paperwork.

George has already sent to you long lists of materials that you need to procure from various sources throughout the state and ship to Sandy Lake - ropes, bar iron, boats, oars, wheelbarrows, dynamite. This alone will take you all winter. You're glad that the Major has already contracted with lumber companies at Cloquet and Aitkin for most of the timber that will be needed.

Shipping seems quite reasonable. Only \$1.50 per ton by rail to Aitkin, then \$5.00 per ton by the steamer *Fawn* from Aitkin to Sandy Lake. The waterborne

portion of the trip would take only one day. This is far better than the four days it would take by going overland, by team and wagon, and at twice the price!

George, meanwhile, will be procuring other supplies and services from local sources up north. A fellow named W. M. Wakefield will be invaluable to us, as he is willing to deal in almost any variety of goods and services that we may need, such as venison (5 cents per pound), fish (4 cents per pound), hay (\$4.00 per ton), team (\$3.20 per day) and beef (6 cents per pound). You begin to understand what George means - this Mr. Wakefield is an enterprising man! His price for wood, \$1.00 per cord, seems cheap until you note that you will need 600-800 cords each year. (A cord of wood is a pile 8' by 4' by 4', approximately 128 cubic feet). Charlie Grasshopper's price for wood is a bit higher. Cut, split and delivered, \$2.00 per cord. Of course, his venison, at 3 cents per pound, is less than Wakefield's. Mark Libby will deliver milk at 5 cents per quart and a farmer by the name of Jude will deliver fresh vegetables as well as beef, venison and wood.

Preconstruction meetings are held in St. Paul, following George's arrival on June 1st, 1891. George has already hired the blacksmith, engine driver and cook, while in Aitkin. He smiles and says he hopes you like cabbage. Over *one ton* of it is on the list of provisions

the cook is preparing, which also include: four tons of beef, 2500 pounds of butter, one-half ton of ham, 14,000 pounds of flour and untold quantities of spices and tea. Fortunately, the cabbage is a bargain, at 1 cent per pound. George notes that prices have gone up since the building of Winnie dam - wheelbarrows are \$22.00 a dozen, boat and oars, \$46.03, even dynamite, \$48.00 for 200 pounds. George declares that he will have the head of any man who pokes a hole in the new rubber waist boots. Their price of \$10.25 each is ten times that of many a laborer's wages.

The specialized skills needed on this job are many and vary widely in wages. They range from the assistant engineer (\$180.00), time keeper (\$80.00) and the cook (\$50.00) These wages are, of course, for a month's work. That's still better than the lowly carpenter and blacksmith make (\$1.60) and the not too much more lowly laborer (\$.92), per day. Even with 80 men on the payroll, all men will work ten hour days, six or seven days a week.

On June 8th, you and George leave by train for Grand Rapids. In the next few weeks, you will travel between Grand Rapids, Pine River, Brainerd and Aitkin, coordinating shipments that will soon be arriving at Sandy Lake.

On July 1st, you board the *Fawn* and arrive at Sandy Lake in the late afternoon. George gives you a quick rundown of what's going on. He has two crews working, one building a barge to

## Colonel Baldwin speaks to the District

On Sept. 24, St. Paul District Commander Colonel Roger L. Baldwin briefed employees about possible effects of three major issues on the District: the Army drawdown in Europe, sequestration and the District's new location. A brief synopsis follows.

Baldwin said that because of the tremendous changes in Eastern Europe this year, the active army must reduce its forces from 750,000 to 600,000 by FY 97. Targeted this year is a reduction of 2,600 officers and 18,000 enlisted personnel. The Colonel said the drawdown will greatly reduce the DA civilian work force with unit cuts and reorganizations.

Within the Corps, the drawdown means special placement for those leaving Europe; all District hiring will be done through HQUSACE.

Baldwin also spoke about the possible 32% sequestration due to Congress and the Administration's inability to come to agreement on the FY 91 budget. While Corps Headquarters and Divisions have issued furlough notices to employees as a precautionary measure, Baldwin said that the District hopes to avoid furloughs. He said additional information would be provided as it became available.

On the issue of a new building, Baldwin said the recent relocation surveys were reviewed and because of commuting options, parking and public transportation, the district has asked GSA to limit the new office to central business district locations. The site location will be announced possibly in February, after the lease is signed.

## Blackhawk Park's summer Boating Safety Class - a report

During the week of June 3rd through the 10th, the staff at Blackhawk Park was busy promoting the safe and enjoyable use of the mighty Mississippi River. Planned activities focused on the observance of National Safe Boating and Fishing Week.

The ranger staff at Blackhawk Park worked together with the Wisconsin Department of Natural Resources and conducted a boating safety class for eight local grade school students. This class gave the students "hands on" experience with boating and boating safety. The class lasted a total of eight hours and was completed over a three day period. Also during that week, Ranger Mike Hoyer presented a program to fifteen campers on boating safety, focusing on the proper use of PFD's (Personal Flotation Devices).

Ranger Rich Weber presented a program on June 2nd to the campers at Blackhawk concentrating on fish identification, while on June 8th, a local fishing guide addressed the campers as to the Mississippi River's differing fish structure and habitat, fish identification, and appropriate knot-tying techniques for fishing lures.

### FISH continued from page nine

haul the first of the supplies and the other building quarters. Next week, he will be starting on the kitchen and dining hall.

He gives you his travel voucher and you go into the sparse office to start the first of the paperwork that will make your workdays a lot longer than ten hours. Train fare from St. Paul to Grand Rapids: \$6.30; lunch at Hinkley: 50 cents.

George stops by an hour later. The workday is done and it's time for supper. Until the cook arrives from Aitkin, meals will be taken at Wakefields for 25 cents each. Tonight, it's venison, potatoes,

fresh bread and the inevitable cabbage. As you walk back to your office, you reflect on all that has happened and all that will happen. It's going to be good to work with George, a man of character who treats everyone as an equal. You feel lucky to have been assigned to a district that can undertake such vast projects.

As you enter the darkened office, you see a note from George attached to a jar on your desk. The note reads, "I purchased this from Mr. Wakefield, as no office is complete without it". A bill for 1 pound mucilage at 25 cents flutters onto the desktop. You smile, light the oil lamp and make the entry in the log.



US Army Corps  
of Engineers  
St. Paul District

## Crosscurrents

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