

REVISION OF STATE LANDS  
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Jeff Kroft C/O  
Department of State Lands  
775 Summer Street NE, Suite 100  
Salem, OR 97301-1279

RE: John Day River Draft Navigability Study Report hearings

Dear Department:

I have great concern for the people of Wheeler County in General and the credibility of the State in whole in this procedure.

I know that the department has the power to adopt rules short of declaring the river State Land to the high water mark. An organization called CORR has a very convincing recommendation that I'm personally in favor of. It resolves all the issues and costs the State and County nothing, in fact could produce another revenue stream which both could use.

As for the study.

- The John Day River, until Bass were planted (artificially introduced) had no commercial viable use in its entire history. Some tried. All failed.

- The word "susceptibility" in the study is ludicrous. The Spruce Goose had the "susceptibility" to be a commercially viable airplane. But is obviously wasn't nor ever would be.

- No logs were ever reported as having made the entire trip. I suspect none did.

- There were no viable trees on the John Day this side of Dayville that could be used to make canoes or rafts. Certainly none within the Kimberly to the mouth section. The likelihood that the Modoc and Piute Indians would have allowed the tribe listed in the study to travel the John Day is slim. Today's Juniper "forest" are a result of overgrazing by horses and sheep from the 1800's till after WWII. They did not exist at statehood.

- The fact that a paddlewheel existed at Clarno is interesting. That it was trapped between the Clarno falls and upriver by shallow water so that it could only operate at high water in 10 miles of river was and is important to prove that the river in general is non-navigable. That it was a period fluke is also interesting. It certainly did not exist on the river in 1859.

Truly yours,

