

WALTON CHARTER RECEIVED BY CLUB

Oregonian

Finley, Smith Speakers at
Astoria Confab

May 5, 1939

ASTORIA, May 4 (Special)—Columbia river spring salmon runs will vanish if pollution of the streams is not eliminated, William Finley, Portland naturalist, declared here at a ceremony accompanying installation of an Izaak Walton league charter for the former Clatsop County Duck Hunters' association.

Finley also said that the salmon will vanish if the Columbia and Willamette rivers are harnessed too extensively for power, navigation or irrigation by means of dams.

William Smith, president of the Oregon Wild Life federation, pleaded for a scientific approach to problems of conservation of wild life and natural resources, and said the federation is seeking a state-wide survey of streams for information on angling conditions. He urged co-operation among commercial fishermen and sportsmen.

J. Stanley Emery, mayor of Marshfield and president of Oregon's Izaak Walton leagues, presented the charter to the Clatsop group, while Jacob Kamm of Portland presided.

President



John C. Huntington, visiting in Portland, is president of More Game Birds of America, conservation organization.

PROTEST MADE AGAINST DAMS BY INDUSTRY

*Portland, Oregon,
Sunday, September*

LITTLE REGARD PAID TO INTERESTS OF FISH

William L. Finley, Famous Naturalist,
Does Not Mince Any Words While
Discussing Dams Across Rivers

May 6, 1939

In a statement issued recently, William L. Finley, internationally known naturalist, condemns the practice of erecting dams on rivers without taking into consideration the possibility of destroying the salmon fishing industry.

He points out that, in his opinion, the United States Army engineers neglect to note other public services when they have dam work to do. He declares that a careful study is essential before construction of dams and he does not blame the commercial fishermen of Clatsop county for their stand.

His interesting statement is as follows:

"Some people have stated that the army engineers don't care what the project is so long as they get the money to spend. Others have felt that Bonneville and other dams have been built so the government can compete with private industry. Grand Coulee dam is the biggest and most expensive reclamation project which will irrigate land at a cost of from \$200 to \$400 an acre, which the farmer is expected to pay. The proposed dam at Umatilla rapids is not needed for power or irrigation, so the engineers want this built to develop inland waterway transportation.

"Colonel Thomas R. Robins, army engineer, helped persuade the house rivers and harbors committee to authorize the construction of the Umatilla rapids dam. He said: 'It is about the only way we can get sadly needed cheap water transportation on the Columbia river. God knows it is needed.'

"This brings up a debatable question as to whether God feels government ought to keep on bleeding the taxpayers to the last drop. It is apparent that many people do not understand either the costs or results of inland waterway transportation.

"The federal work on the Missouri river is a good example to show how cheap power transportation is. Between St. Louis and Kansas City where the country is well populated, the government has spent over \$60,000,000. Between Kansas City and Sioux City they have tried to deepen the channel for a distance of 417 miles. Over \$30,000,000 have been spent and about \$50,000,000 more will be needed. The river keeps changing and needs continuous repair. If an engineer would take down the records of all freight moved up and down this river, he would find the cost to the taxpayers is several thousand dollars a ton. This is so-called 'sadly needed cheap water transportation.'

"Inland waterway transportation is about 70 years out of date. The country is lined and interlined with railroads and hard-surfaced highways. As far as the public is concerned, transportation by water is not cheaper than by land.

"The army engineers have already spent \$800,000 in deepening the channel of the Columbia river above The Dalles. In previous years the government had spent about \$12,000,000 for projects including Cascade locks, Celilo canal, etc. The next proposed expenditure is \$23,700,000 for a dam at Umatilla rapids. The plan of the army engineers for water transportation on up the Columbia and Snake river will lift another \$100,000,000 out of the taxpayers' pockets. If we take the total amount of freight the promoters claim will be moved up and down the Columbia, the hearing before the interstate commerce commission, published in 1936, proves that the actual cost to the taxpayers will be an average of \$50 a ton.

"There is no bigger example of pork-barrel legislation in the United States than this proposal for cheap water transportation. Up to June 30, 1937, the federal expenditures for these schemes amounted to \$2,186,000,000. If this inland waterway policy could be changed, our taxpayers would save \$100,000,000 a year.

"Next comes the real reason why the business men and taxpayers should ask our representatives in congress why they are trying to endanger one of the greatest industries of the Northwest. The fish resources of the Columbia river belong to the people. This is a \$200,000,000 wildlife resource that cannot survive if the great river has its whole biological condition changed."