

Naturalist Finley Attacks Proposed Inland Waterways

Tourist Business Called More Important to Oregon

BY WILLIAM L. FINLEY
Oregon Naturalist

In the recent columns of The Oregonian are numerous articles regarding a bill introduced in congress by Senator Charles L. McNary and Representative Walter Pierce, asking for a federal appropriation of \$23,700,000 for another dam on the Columbia river at Umatilla rapids. It is stated the reason for this dam is to develop inland waterway transportation. Also, the army engineers have recommended a program for a new series of dams on the Columbia and Snake rivers at an estimated cost of \$138,000,000. There is also a bill in congress asking for the first appropriation toward building seven high dams on the headwaters of the Willamette river.

While the leading businessmen of Oregon have advocated a policy of the government balancing its budget, at the same time they have a dagger in hand trying to force our representatives in congress to grab millions of dollars out of the United States treasury to finance all these local promotion plans.

Mayor Joseph Carson seems to be the only public official who has publicly opposed vast sums of federal money being spent on local projects. It is a dangerous policy that has spread through hundreds of communities in different states which is forcing the federal government more into private business year after year, and will eventually lead to disaster.

What is really the most important industry in Oregon? Is it not the one that is pushed by the state highway commission to bring tourists to Oregon from all parts of the country to enjoy outdoor life and spend the summer in our recreational areas, angling, cruising and enjoying our rivers, forests, mountains and shoreline?

The migratory fish runs of Oregon are not only one of its greatest attractions, but also one of our most important outdoor resources from the commercial standpoint.

Records of the past show that our fish runs cannot be maintained with dams that turn our fine rivers into lakes and change the whole biological conditions of these waters. The proposed projects have been studied only from an engineering standpoint. Although engineering is an important business,

it alone cannot determine the future of this state.

What is inland waterway transportation? It does not include the lower stretches of a deep river like from the mouth of the Columbia to Portland, Or. It is the use of upper stretches of rivers, like the plan of barging from The Dalles up to Idaho. Such water transportation is 70 years out of date. The whole country is a network of steel rails, and every populated district is lined and interlined with modern highways, where trucks and automobiles supply numerous traffic demands.

There is an old saying that transportation by water is cheaper than by land. This does not refer to inland waterway transportation. The entire expense and upkeep on these inland routes is taken from the pockets of the taxpayers.

This so-called inland waterway transportation is the result of the greatest pork-barrel legislation in the United States. On the Missouri river, for instance, between St. Louis and Kansas City, where the country is well populated, one might expect this to furnish cheap transportation. Perhaps it is cheap for barge owners and shippers, because the facts show that for every ton of freight moved along the river the cost to the taxpayers is over \$5000.

After the government tried to deepen the channel on the Missouri river between Kansas City and Sioux City, the taxpayers met the freight bill at \$2900 per ton.

Eight hundred thousand dollars have already been spent to deepen the channel between The Dalles and Umatilla rapids on the Columbia river. What will it cost the taxpayers for freight moving on the upper Columbia between The Dalles and Lewiston, Idaho? According to the top figures of estimated boat transportation furnished by the promoters our nation will be paying anywhere from \$25 to \$50 per ton for such inland waterway transportation.

The building of the canal system in New York state for inland waterway transportation shows clear proof from the state officials that it would have been cheaper to have loaded all the freight carried on the canals into railroad cars and let the state pay the full freight bills.

Since there is a great campaign under way for inland waterway transportation on the upper Columbia, and since the proposed project will destroy our salmon runs, why shouldn't we have certain experts figure out how much our nation will lose instead of gain?

Oregonian June 12-1938

Finleys to Travel

William L. Finley, naturalist, accompanied by Mrs. Finley, will leave Portland Thursday night for the A-Bar-A ranch in southern Wyoming to attend a meeting of directors of the National Wildlife federation. Before returning, they will visit in Yellowstone and Glacier national parks.

News-Telegram June 15, 1939

Finley Pleads For Wild Life

Salem, Ore., Statesman
Tells Lebanon Audience

Dams not Only Way,
Control Floods

June 13, 1940

LEBANON — Woods, Waters and Wild Life" was the topic of the address Thursday by William Finley, Portland naturalist, before the Lions' club.

His talk dealt with dams and irrigation projects and their effect on wild life. While not criticizing dams for flood control, he stated that there were other methods of control besides dams and that the conservation of wild life is a major problem.

Ray Zack, an Indian from Christ church White Swan mission of Washington, spoke this week at the Church of Christ.

Howard Hooper, retired mail carrier of McConnellsville, O., with Mrs. Hooper is visiting cousins, Mrs. R. E. Clem and Miss Adabelle Davidson, whom he had not seen in many years.

Lad Hurt by Fall

Jack Ayer, eight-year old son of Mr. and Mrs. Ivan Ayers, fell from a haymow and broke his left wrist last week.

Miss Mooney of Spokane, and Miss Patterson of Australia opened a series of undenominational evangelistic meetings in the old Pythian hall on East Grant street June 11.

Mr. and Mrs. Albert Simons, George Simons and Mrs. Minnie Morgan left by auto Saturday for a week at the San Francisco fair.

Bellinger Speaks

Jack Bellinger occupied the Methodist pulpit Sunday morning.

Mereva Rodenberger, pastor the past year at the Assembly of God at Bay City, is at home for a brief vacation.

Miss Margaret Phelps, primary teacher in the Lebanon schools the past three years, was married last week at Stevenson, Wash., to Martin Elle, senior at OSC. She will teach at Riverview this year.

Finleys Will Attend Wildlife Conference

William L. Finley, Portland naturalist, and Mrs. Finley will leave here Thursday morning by motor for the A-Bar-A ranch, near Encampment, Wyo., where he will attend a board of directors meeting of the National Wildlife association. The session opens Monday. Following the meeting the Finleys will visit Yellowstone and Glacier National parks to study wildlife.

Journal June 14-39

Finleys to Travel — William L. Finley, naturalist and lecturer, will leave with Mrs. Finley tonight to attend a meeting of directors of the National Wild Life federation at the A-Bar-A ranch in southern Wyoming. The Finleys plan to visit Yellowstone and Glacier national parks before returning to Portland.

Oregonian June 15, 1939