

Oregon Voter, Aug. 13, 1938
FIFTY DOLLARS

Per Ton borne by Water

William L Finley, our world-famed Oregon naturalist, has packed more economic sense into his discussion of natural beauty than have a flock of professional brain-trusters. As San Diego *Evening Tribune* commented recently in an editorial: "Finley tells taxpayers in extraordinarily elucidating manner what business men with less descriptive ability have been attempting to publicize for many moons. In some instances, he relates, costs of river transportation to the states would have been cheaper if the freight had been put in railroad cars and the states had paid the entire bill." And quoting Finley: "If we take the top figure of the amount of freight the promoters claim will be moved up and down the Columbia, the

actual cost to taxpayers will be an average of \$50 a ton." Finley's analysis of our national transportation policy has been quoted extensively in the eastern press. The quotations are from an address delivered at the meeting of the National Wildlife Federation in St Louis. This address later also published in full in several magazines, including *March Wildlife*, *April Bird Lore* and the *June Washington Sportsman*. In our Portland dailies—*Oregonian* of Sunday June 12 and *Journal* of the same day—appeared short letters from Finley concisely expressing the same conclusion. In the *Journal* he adds: "The railroads rightly claim that if they were given the same subsidies and the same privileges, they could cut rates 40%, which would be twice as low as the boat rates, and still make money." He calls attention to the progress in transportation from human burden bearing on up through animal carriage over trails, horse wagons over roads, water carriage and modern power freighting over highways and railroads, the latter being the lowest in cost for the main tonnage of goods. He asks, pertinently, "why go back to transport methods that are 80 years out of date and far too costly?"

Finley Looses Bitter Attack on Waterways

By Orlando R. Davidson

William L. Finley, Portland naturalist, delivered a scathing attack on the upper Columbia river navigation project and demands for federal inland waterway and reclamation work in general at this morning's session of the Pacific Coast Port Authorities convention.

Taxpayers are being milked for the benefit of private interests, the salmon industry faces extinction, the Pacific Coast's \$300,000,000 a year tourist industry is endangered and wild life is being recklessly destroyed, Finley charged.

Construction of more dams in the Columbia "will change the whole biological character of the river and put an end to the valuable salmon runs," he said. It is only fair, he added, that the comparative value of salmon, "the basis of an industry supporting thousands of families," and barges be measured.

Waterways Outmoded

"In earlier days, our rivers were important for commerce," Finley said. "Water routes were competitors of steam lines and kept freight rates down. Today the whole country is a network of steel rails and every populated district is lined with modern highways where trucks supply numerous traffic demands. There is no chance for a monopoly."

"The old saying, 'Transportation by water is cheaper than by land' is 50 years out of date when it refers to inland waterways. Cheaper for whom? Not for the public, because they pay for the subsidies to help barge owners and shippers. The entire expense and upkeep of inland water routes are taken from the pockets of the taxpayers."

Finley asserted that federal developed water transportation between St. Louis and Kansas City is costing taxpayers \$5000 a ton. The cost between Kansas City and Sioux City is \$2500 a ton, he said, and estimated the lowest possible cost on the Columbia, if the \$375,000,000 project is completed, will be \$50 a ton.

"This is a drive of boat and barge interests to get public funds, taxpayers' money, for private benefit," he charged. "It is supported by local real estate promoters for the purpose of profiting on any increase of land values where docks or trade centers may be located. These people have no difficulty in getting local chambers of commerce and others to back their scheme. This logically brings political pressure on our congressmen."

Finley deplored both the expense and the destruction of wildlife involved in "promotion schemes" for

flood control and new reclamation projects.

No Balanced Budget

"While many business men have insisted that the government balance its budget, yet there is some promotion plan in nearly every district calling for federal funds," he said. "These same business men will fight to get these on the basis that if they do not, some other locality will."

"This is the spending that is boosting taxes throughout the United States. It is considered shrewd business in many Western states where the population may be only one or two million to lift money from the taxpayers' pocket because they pay about 1/2 of 1 per cent, for a \$20,000,000 project while the denser population to the East pays about 99 1/2 per cent."

7:00 o'Clock

75c per Plate

WILD LIFE BANQUET

Ochoco Inn

Monday Night, August 15 - 1938

Speakers: William Smith, president Oregon Wild Life Federation;
William L. Finley, Noted Oregon Naturalist;
Stanley Jewett of the United States Biological Survey.

Under Auspices of the Crook County Game Protective Association with the Prineville-Crook County Chamber of Commerce and the Prineville Service Club cooperating. Open Meeting at H. S. Auditorium at 8:00