

Astoria Izaak Walton Club Given Charter

ASTORIA, April 28.—William J. Smith, president of the Oregon Wild Life council, yesterday made a plea for a scientific approach to conservation of natural resources, in speaking at the charter installation ceremonies of the new Astoria Izaak Walton club.

Leonard Peterson was nominated for president of the new chapter; J. F. Harding, vice president; Walter Johnson, recording secretary, and Frank Everett, treasurer.

DO NOT DISTURB NATURE

With an appalling disregard of facts, which habit is not ordinarily associated with the title of "Doctor," and with a persistence which smacks of fanaticism, W. L. Finley is renewing his attacks upon further waterways development as a result of the recent announcement that the Rivers and Harbors Committee of the House has approved a \$23,000,000 navigation dam at the Umatilla Rapids site.

Mr. Finley persists in quoting propaganda about the cost of waterway transportation. He is using figures which certainly have never been vindicated in hearings before Congress, the Interstate Commerce Commission or the Maritime Commission as to inland waterway costs, rates and savings. He has taken the general position that dams constructed ruin fish life and that such loss is far greater than the benefits resulting from water development work.

Waterways for transportation have been used through all the ages known to history, and probably beyond that period. European countries are yet building waterways in a most amazing manner and using them for transportation purposes.

In America every waterway that has reasonable navigation possibilities has been approached for improvement purposes. A tremendous program is on throughout the Missis-

sippi Valley, around the Gulf, on the Great Lakes section and along the Atlantic seaboard.

On the Pacific Coast some far-seeing people promoted and had built the Boulder Canyon dam in the Colorado River, where no navigation facilities were provided but where tremendous irrigation and power benefits are accruing. So far as the records reveal, not a soul of the Finley type ever dared to argue that this huge development benefiting mankind by the tens of millions of dollars annually was a net loss to humanity because some fish were disturbed.

In the Columbia area all of the leaders in community progress and development have fought for long years to have the Columbia made navigable for ships between the Pacific and the Vancouver-Portland area. In latter days, with all of the community presumptively supporting it, a program was undertaken for development of the Columbia and its tributaries above Portland to secure improved navigation, power, irrigation and flood control. Ablest minds and economists known to the region have been forwarding a program and have been quite uniform in declaring it of tremendous value to this region and humanity.

Columbia River has the greatest offering of hydro electric energy known to any people of the North American continent and is, in fact, one of the greatest offerings of a similar character anywhere in the world. Hydro electric energy on a low cost basis is of essential character in modern industrial operations. Man cannot produce light metals or heavy chemicals without electric current, and hydro potentials offer the lowest cost of all kinds of electric power. Tens of thousands of people can and will be employed in the factories using this energy. And with this construction of dams, water transportation proceeds upstream to the respective power installations, giving an army of producers of the interior lower rates and making the whole area a thriving, modern unit of society.

One voice, backed by miscellaneous incoherent expostulation, quavers out opposing arguments. This one voice gets more attention in the public mind than all the arguments for humanity's substantial progress in the Columbia Valley.

If those given the degree of "Doctor" are to command any enduring consideration they had better stay within the realm, and not undertake to thwart human progress.

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