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CONSIDER THE SALMON

A campaign is on to construct more dams on the Columbia River to improve transportation. In this case, the River will be changed into a series of lakes, which alters its whole nature.

At present, this is the greatest salmon stream in the world. These suggested changes will destroy the valuable runs of salmon, a very important industry in the northwest.

It is claimed that dams are necessary to make the Columbia River navigable, but river transportation costs more for construction and maintenance than rail transportation. Are we advocating the development of inland waterways because the government pays the bills? The money to meet the bills can come only from additional taxes.

Another matter worth thinking about is that the government is taking money from one pocket to develop inland waterways and foster competition. From the second pocket, it lends money to the railroads.

For nine years, the government fostered the Inland Waterways Corporation on the Mississippi River. In 1929, it cost about \$7,900 a ton for all commercial traffic outside the tonnage the government carried for its own construction work.

The government deepened the channel of the Missouri River between Kansas City and Sioux City. In 1929, it cost \$2,900 a ton, figuring 4% interest on the money spent, for freight between Kansas City and Sioux City.

According to the figures for completing the St. Lawrence waterway project furnished by the proponents of the idea, the tax-

payers will contribute \$2 a ton so that the shipper may save \$.83
a ton.