

# TEAL ADDRESS TELLS OF PLAN

### O.-W. Coal Bill Is Argument for Electrification; Speaks Before Pendleton Meeting.

Develop the Columbia and Snake rivers and do so with a view to power development and irrigation as well as transportation. This in substance is the advice of J. N. Teal, premier apostle of the open river move, given in a highly interesting and informative address before the conference under way in Pendleton today.

In the course of his address Mr. Teal pictured the territory of the Columbia and the Snake as that region will appear when the streams are put to work. He gave figures from the interstate commerce commission showing that the O. W. R. & N. Co. alone uses 100,000 tons of coal each year and that this coal costs an average of \$6.75 per ton. The coal bill of that one line is approximately \$4,888,000 each year and an apparent saving in fuel cost of over \$4,000,000 a year is possible through using electric power manufactured at low cost.

Mr. Teal urged governmental aid in the development of the Columbia and the same position was taken by A.H. Devers of Portland who called the convention to order this morning and presided during the session. The address by Mr. Teal is here given in part:

#### All Beneficial Uses Should Be Considered.

As a waterway is improved with public money to serve a useful purpose and as the public pays for it, it is interested in the development of adjacent territory and the utilization of all natural resources, in considering the improvement of a river for navigation consideration should be given to the beneficial uses to which the water may be put. To secure proper results, any limitation on usefulness, economy and efficiency which handicaps or prevents cooperation between related activities and departments must be removed. It must cease because of the waste, duplication of effort and loss to the public which necessarily follow such a course. It must end because the public is entitled to the best possible results and the best service of all its departments, officers and employees. No section of the United States is more deeply interested in the application of this principle than is the northwest. As illustrative of this point I am trying to make, I will take the Columbia river and its tributaries as examples.

#### Right Improvement of Waterways

The expression, "right improvement of waterways" I wish to emphasize, as my entire argument depends upon it. If properly understood and carried out much of the opposition of the railroads and that considerable part of the public which is either not interested in or is opposed to waterway improvement would cease, for it would soon be apparent that the railroads and all the public would benefit by such improvement.

#### Character of Water Tonnage.

The tonnage which ordinarily seeks the water where rail transportation is available consists mostly of the low grade commodities. To handle economically this class of tonnage requires powerful steamers with low operating costs, capable not only of carrying loads, but of handling loaded barges at the same time. That under proper conditions where circumstances justify, water traffic increases and is the dominant if not controlling factor in industrial development, is demonstrated by results where such conditions exist.

#### Europe.

In Europe the river Rhine, and the growth of traffic thereon prior to the war are probably the best known example of inland waterway development and its effect. Just to what extent Germany's marvelous commercial and industrial development in the few years prior to the late war is to be attributed to the use of her inland waterways cannot definitely be determined, but that it has been a powerful factor therein is generally conceded. It is interesting to note that the traffic handled consisted almost entirely of low grade, heavy commodities enjoying low rates and where rapidity of movement was not of first importance.

#### United States.

In this country we find a similar condition. More tonnage passes through the "Soo" canal by far than through any other improved waterway on earth, and it is substantially all heavy low grade commodities. In 1885 water borne tonnage handled at Superior and Duluth was 6,225,361 tons; in 1920 46,808,613 tons. In 1895 25,062,580 tons of freight passed through the "Soo" canal. In 1920 the registered tonnage passing through the Sault Ste. Marie was 38,194,683 tons; the tons of freight 79,282,496. The entire registered tonnage entered and cleared at all sea ports in the United States, in foreign commerce for the year ending December 31, 1919, (the last year for which I have figures), including sailing as well as steam vessels, was 77,131,797 net tons.

In 1920 the Panama canal net tonnage was 8,540,044 tons. These comparisons will give some idea of the enormous traffic passing through the "Soo."

The average cost per mile per ton in mills of freight transported through the "Soo" in 1920 was 1.33 mills. The average cost per mile per ton on the railroads for the country

in mills is about 11.25. While the average cost of all freight is not fairly comparable with the cost of the traffic through the "Soo," the spread between the cost of railway traffic and that through the canal will give some idea of the saving that results from the use of water where it is best adapted for transportation purposes.

These figures give one some idea of the use of improved waterway service when conditions and circumstances justify. In this connection it can be stated with certainty that the unparalleled growth of the steel and related industries in the United States is owing to the cheap water transportation on the Great Lakes.

Channels. It will, I think, be conceded that in order to have practical, economical water transportation the channel must be deep enough to allow full loading, free enough from obstructions to reduce the menace and damages from this source to a minimum, and the current not too swift as to require too much power to overcome it. These facts and that ordinarily low grade commodities use the water route I think need but to be conceded. But there are other factors of which I will now speak which should also be considered.

#### Columbia River.

I have said I would use the Columbia river to illustrate my thesis. For present purposes I will consider it above Cello only. Throughout its length there are a succession of pools, if properly controlled, is sufficient for all purposes and all uses. Navigation is difficult and at present barges cannot be safely handled on the river. The current is swift, substantially throughout its length and the rapids require very considerable power to overcome. The river flows through what has sometimes been termed a desert extending back for some miles on either bank. It is largely a desert now. Some of the lands are owned by the United States, some probably by the states, and some owned by individuals. But every acre is a part of the United States and owned either by citizens as individuals or collectively as a state or nation. And there it is—hundreds of thousands of acres of fertile land, unused, untilled—desert—with the Columbia river flowing through it, drooling away its usefulness as it flows idly by on its way to the sea.

#### The Problem.

The problem in such a case is to secure the navigability of the stream and the development of the adjacent territory through the use of the soil, not only supplying transportation facilities but creating conditions under which a desert would be transformed into a garden; a dwelling place of coyotes and jack rabbits into homes and schools where thousands of our people would live and raise their families in comfort and plenty. To create, to feel the great joy that only comes from bringing opportunity to those who need it, to add to the greatness of our common country; to do constructive work so that those who come after us will bless us for our foresight, our vision, our ability; to be of service—all of these things are part of the life of the great engineer and it is in securing them that he finds his greatest joy, his greatest compensation.

Not including the Horse Heaven nor the Columbia Basin project from

## FOR SALE

Four-room modern house on Jackson street. Bath, toilet, garage, trees, lawn and shrubbery, 2 lots and fenced, also furnished. All for \$22,000, and \$500 will handle it. Balance monthly instalments.

A ten-room house, lights, city, water, bath and toilet, equipped with apartments. Shade trees, lawn, shrubbery, etc., on Adams avenue. Large tract of land. Price, \$3500.00 and can be handled for \$1000 cash and \$50.00 per month.

Two lots on 2<sup>nd</sup> avenue with a small two-room house, all fenced, for \$200, on terms.

Eighty acres of good land, close in. Just east from La Grande. All under cultivation. Fair improvements. Price \$12,000. There is a mortgage for \$7000 which can be assumed. Balance cash.

We have moved our office to the La Grande National Bank Bldg., and are located with the Security Land & Savings Company, and hereafter will do business under that name, and be glad to meet any of our old customers, and continue the same pleasant relationship we have hitherto had.

**C. J. BLACK & CO.**  
La Grande National Bank Bldg.

## When You Really Want the Best---

You can always get it at our markets. Wholesale or retail.

CITY MARKET  
HOOVERIZED MARKET  
FIR STREET MARKET

**The Grande Ronde Meat Co.**

about the vicinity of Priest Rapids in Washington to Cello in Oregon immediately adjacent to the Columbia river and to Snake river for a few miles above its mouth there are in round numbers 650,000 to 700,000 acres of good land susceptible of irrigation, the larger portion thereof by pumping. I will speak of the productive character of this land later.

Returning to the problem of river improvement for navigation, beyond question the character of the obstructions to navigation above Cello is such that to secure effective water transportation the river must be canalized. That is, at each serious obstruction the river must be dammed and locks built, thus creating long pools of slack water navigation. Every dam so constructed will create power which can be used in pumping water on the soil and for various other purposes—or be allowed to go to waste unused. In this way, and in this way only, can this river be made truly navigable and adjacent territory productive.

Is this work a proper governmental function, or should the government go only to the extent of securing the navigability of the stream and refuse to consider the greater use of the water its work has made possible? Why should not the public, the whole public secure the benefit of the work of this kind? Every part of this broad land would share in the results. The general public would not only share in the increased purchasing power, in the increased value produced, in the new taxable property, in the thousand and more ways prosperity affects us all, but the body politic in its governmental capacity would receive returns on its investment. In improving the river for navigation, additional tonnage to be transported would be produced.

The power would not only be used for irrigation, manufacturing and industrial purposes, but it would be used in the homes and on the farms. It would furnish heat and light. It would grind the corn, chop the feed, and saw the wood. It would run the churn, cook the dinner, hatch the chickens and run the sewing machine, and it would transport the farm products to the markets. It would make life on the farm less a drudgery and make good places for people to live and make their homes. All this and more a proper improvement of the Columbia river would bring about. The construction of dams and locks would not only open the river to navigation, but would at the same time create the power capable of transforming the desert into a fruitful land, creating traffic and stimulating commerce and industry.

May I not very briefly point out results—actual results that have fol-

## BE PRETTY! TURN GRAY HAIR DARK

Try Grandmother's Old Favorite Recipe of Sage Tea and Sulphur.

Almost everyone knows that Sage Tea and Sulphur, properly compounded, brings back the natural color and lustre to the hair when faded, streaked or gray. Years ago the only way to get this mixture was to make it at home, which is messy and troublesome. Nowadays, by asking at any drug store for "Wyneth's Sage and Sulphur Compound," you will get a large bottle of this famous old recipe, improved by the addition of other ingredients, at a small cost. Don't stay gray! Try it! No one can possibly tell that you darkened your hair, as it does it so naturally and evenly. You dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time; by morning the gray hair disappears, and after another application or two, your hair becomes beautifully dark, glossy and attractive.

## Notice!

The George Palmer Lbr. Co. has sold its business and is closing all its accounts. Those indebted to the company please call and make due settlement at office located on Jefferson street just east of Fir street, in Oregon Grocery company building.

## When You Really Want the Best---

You can always get it at our markets. Wholesale or retail.

CITY MARKET  
HOOVERIZED MARKET  
FIR STREET MARKET

**The Grande Ronde Meat Co.**

lowed the application of water to soil of the same kind and under no more favorable climatic conditions than that of the valleys of the Snake and Columbia? I do this not as tending to show that irrigation itself is a good thing, but that the principle I am contending for is amply justified by results. It really would not be necessary to do more than point to the isolated tracts now under cultivation along and near the banks of the Columbia and Snake rivers. At times, however, cumulative results carry greater conviction than single examples.

A Classified Ad Will Do It!

## La Grande - Baker Auto Stage

P. G. DeLap, Manager  
Daily Excepting Sundays  
Leaves Baker Leaves La Grande  
7:00 p. m. 8:00 a. m.  
4:45 p. m. 7:00 p. m.  
5:45 p. m.  
Sundays  
Leaves La Grande at 5:00 p. m.  
Connections at Union

## Cooking Utensils must be CLEAN



For quick results on all metalware use **SAPOLIO** Cleans • Scours • Polishes Large cake No waste

Sole Manufacturers Enoch Morgan's Sons Co., New York, U.S.A.

## THESE THREE VITAL FACTS DETERMINE YOUR POWER AND ECONOMY

It's probably wear or inaccurate fit in the piston rings, pistons and pins which is responsible for the loss of power and waste of gas in your car. Power and economy really depend upon three vital units.

All that many motors need to restore their maximum power and economy is McQuay-Norris Piston Rings. There is one to fit every pocketbook, but car owners who think more of permanent economy and satisfaction than of initial cost find that the combination of Leak Proof Rings for power and Superoyl Rings to prevent oil troubles is their best investment. All McQuay-Norris Piston Rings are made of Electric Metal. If the cylinders of your motor need regrinding, you want a set of McQuay-Norris Wainwright Pistons and Pins, as well as McQuay-Norris Rings. They are handled by the same repairmen, service stocks and jobbers. Your motor can be made practically as good as new for a fraction of the cost of a new car if its three vital units are replaced with McQuay-Norris Products. Write us for booklet "To Have and to Hold Power," which explains the whole subject of motor wear and its correction.

We Can Give Immediate Service

## Leighton's Welding & Machine Works

La Grande, Oregon

## Who Are the 3 Most Popular Girls in La Grande?

Three prizes of \$25.00 to \$75.00 will be given to the three girls chosen as Queens of The

## Big Indoor Carnival

given by the La Grande Local of the

## I. A. of M.

at the Eagles Hall

Any school or working or any other girl over 16 years may enter this contest. Call or write to the manager of the Indoor Carnival at the Eagles Hall any day this week from 2:00 to 4:00 p. m. and have him explain it all. Enter your favorite to win—Vote for Her

Penny A Vote— — — Penny A Vote  
The names of all girls contesting must be in to the Manager's office not later than 3:30 p. m., Saturday, November 25th.

Not A Perfect Resort. Kansas City Star: "Why, hello, Alice!" exclaimed Gladys, as the two met. "This is the first time I've seen you since you went on your vacation. Did you have a good time?" "Good time?" Alice repeated. "Gladys, I had a perfectly gorgeous time!" "Then the resort was all you expected it to be?" "All and more," Alice insisted. "And the hotel where I stayed! It was absolutely the most exclusive place

## STOP CATARRH! OPEN NOSTRILS AND HEAD

Says Cream Applied in Nostrils Relieves Head-Colds at Once.

If your nostrils are clogged and your head is stuffed and you can't breathe freely because of a cold or catarrh, just get a small bottle of Ely's Cream Balm at any drug store. Apply a little of this fragrant, antiseptic cream into your nostrils and let it penetrate through every air passage of your head, soothing and healing the inflamed, swollen mucous membrane and you get instant relief. Ah! How good it feels. Your nostrils are open, your head is clear, no more hawking, snuffling, blowing, no more headache, dryness or struggling for breath. Ely's Cream Balm is just what sufferers from head colds and catarrh need. It's a delight.



Let Us Demonstrate the Superior Features of This Vacuum Cleaner  
**The L. & L. Drug Co.**

## Attention! Fruitgrowers

FOR

## BETTER BOXES

PLACE YOUR ORDER WITH

## Union Box Co.

F. Jasmann, Mgr.  
Phone Main 588 La Grande, Ore.

## Brunswick



## When Three is Company

Three isn't a crowd when the third is a Brunswick, making a happy evening for the two of you with its lovely music.

All the dear old songs which everyone knows and loves, operatic selections, Broadway hits and jazz — The Brunswick plays them all with perfect tone and feeling. You listen to a glorious high "C" without a hint of the metallic. No instrumental record is marred by vibration. The voice, violin or piano, each is reproduced perfectly.

As for dance music — our jazz — Brunswick Feature records and instrument combine for the perfection of sound and rhythm. These records are as remarkable as The Brunswick Phonograph.

A type and price to suit  
Brunswick Phonographs are made in great variety. You will find the satisfactory style at the right price. Our convenient payment plan is the final convenience.

Your father will gladly buy a Brunswick for you when you explain all these features. The musicians' phonograph — the price you want to pay — convenient payment plan.

## Eastern Oregon Music Co.