



LINED UP—These animals line up during one of the recent 4-H and FFA county fairs in a beef showmanship class. As the judges look on the youngsters work with their animals to hold

them in the proper position. Approximately 94 steers and 85 female beef animals are expected from 4-H clubs for this year's annual event.

Pomona Grange To Have Holiday Exhibit

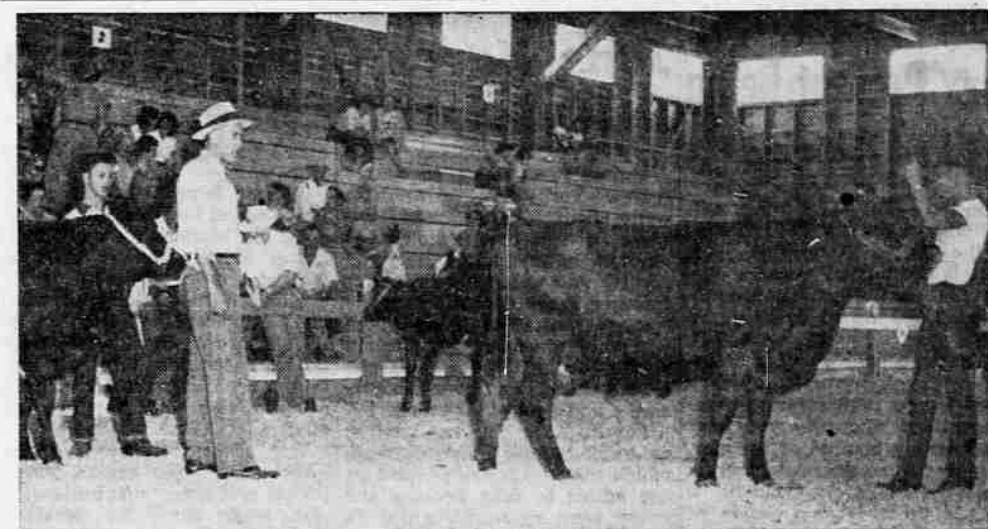
Pomona Grange will be represented at the Kiwanis Town and Country Holiday by an exhibit depicting the various agricultural and horticultural segments of the economy of Jackson county.

Delmar Smith, in charge of planning the display on behalf of Pomona Grange, said the exhibit would be similar to the one which will represent this area at the Oregon State fair in Salem. Other rural representation at the local event will be a booth presented by the 4-H clubs of Jackson county.

Found throughout most of Nebraska is the pocket gopher, named for its fur-lined pockets. These pockets, actually complete pouches, are on each side of the head and neck. Using its front feet so fast that the human eye can hardly follow them, the gopher inserts food or nest material in one pocket and then the other.

Tuesday, August 20, 1957

MEDFORD (OREGON) MAIL TRIBUNE—SEVEN



BACK AGAIN—Harold Ewalt, left, returns again this year to judge the dairy classes in the annual Jackson county 4-H and FFA fair. This picture was taken during one of the previous fairs on the Jackson county fairgrounds. Approximately 190 4-H dairy animals are expected to enter this year's fair.

4-H Work Is Part of Oregon State College's Extension Program

Perhaps a good proportion of those who visit the county fair for the first time Tuesday through Saturday this year will wonder exactly what this 4-H program stands for and what it means to the state and community.

Oregon 4-H club work is the youth program of the Oregon State college extension service in cooperation with the U.S. department of agriculture and the various counties and cities in Oregon.

Cooperates With Schools
It cooperates with the schools, churches, and other youth organizations in the development of boys and girls.

It also helps boys and girls to become responsible citizens who will live useful, enjoyable lives. The program teaches boys and girls:

Desirable skills, attitudes, and ideals for better living.
Responsibility for self, family and community.
Cooperation — how to help others.
Courtesy — to get along with others.
Health habits for healthful living.
Good grooming for better looks.
Confidence in themselves.
Pride in a good job well done.
To finish what they begin.
Appreciation of nature, beauty, music, and life itself.
Helps Parents
The 4-H program helps parents guide the development of their sons and daughters and possibly is the most direct answer to the nation-wide problem of juvenile delinquency. Local juvenile works say few

if any 4-H members appear before juvenile court.

Such a program also offers opportunity for parents and others interested in the welfare of boys and girls to become 4-H club leaders.

This program is for all boys and girls between nine and 21. To be a 4-H club member in Oregon, a boy or girl must have passed his ninth birthday and not have passed his 21st birthday on Jan. 1 of the current club year.

The term "4-H" refers to "head," "heart," "hands" and "health."

Head — To learn the value of science through applying the latest scientific knowledge to farming and homemaking projects.

Wholesome Character
Heart — To develop wholesome character and personality and the qualities of good citizenship, often through working together.

Health — To cultivate good health habits which lead to satisfying, happy living.

The 4-H program is aimed primarily at keeping youth on the farm by fostering interests in both home-economics and agricultural projects. Agricultural leaders also learned at the turn of the century, when this movement started, that one of the best ways to get scientific methods used on farms and in homes was to start with youth.

In 1914 Congress passed the Smith-Lever act which provided for cooperative extension work in agriculture and home economics, including what was then known as "boys and girls club work." This law also provided for the system of federal funds to be matched by the states and counties to financially support the program.

The 4-H club idea now includes more than 40 countries.

Mississippi-Ohio Waterway Seen of Economic Benefit

Oak Hill, W. Va. — An inland waterway connecting the Mississippi-Ohio basin with the Atlantic seaboard is the dream of a newspaper editor who claims it is not only possible but would be of great economic benefit.

The so-called "Midland Canal" connecting the Kanawha and James Rivers would require a tunnel more than 100 miles long from Deepwater, W. Va., to near Lynchburg, Va. Editor Monroe Worthington of the weekly Fayette Tribune here estimates that it would cost \$6,600,000 a mile to build.

"But the whole enterprise would pay for itself in 10 years from tolls," he said. "It would carry 10 times as much traffic as any turnpike or five times as much as any double-track railroad. And it would never wear out."

Worthington admits that "at first glance, the suggestion seems fantastic and even insane." But he is a man who won seven awards in the West Virginia Press Assn's (1956) better-news-paper contest and second place for community service in the National Editorial Assn. contest.

Washington Started It
He said George Washington originated the plan to connect the James River with the Ohio-Mississippi basin — at a time when "there were no drills, dozers, dynamite, power shovels or trucks."

"The canal had gone into service as far as Buchanan, Va., and was paying good dividends when the Civil War broke out," he said. "And a group of eminent French engineers and financiers had signed a contract with the State of Virginia to complete the canal to the Kanawha River—a tributary of the Ohio—when the war prevented them from proceeding."

Rather than an overland route with many locks, Worthington said the project is now feasible by tunneling under the Appalachian Mts., from Deepwater to Lynchburg, both about 615 feet above sea level.

"If the tunnel is 125 feet wide, and has an arched top with an average height of 54 feet, or 42 feet above the 12-foot water level, it would require moving 1,320,000 cubic yards per mile, or \$6,600,000 a mile at a cost of \$5 per yard," he calculated.

Cost Liquidated
Based on present water transportation in the area that would be served by the canal, he estimated it would carry at least 300 million tons of freight a year "and if a toll of \$1 a ton were put on this, it should pay for the whole cost in four or five years."

"Even if the tonnage were only half as high, it should pay for itself in 10 years," he declared. "This is one time the taxpayers would be getting a break."

Worthington denied that canal transportation is obsolete and cited these figures: "Today's barges carry from 1,000 tons upward each, and enough of them are tied together to carry 20,000 to 25,000 tons at one time. This is equal to four 100-car trains."

"Freight on the nation's rivers increased 10 times from 1929 to 1955. Practically every new heavy industry or factory is located along our navigable

streams. That's the reason for the present-day boom along the Ohio," he said.

Worthington claimed that the canal would be competitive in speed with railroads, and that shippers "could easily save money after paying \$1 per ton for using the Midland Canal."

How About Ventilation?
He has answers for other objections, too, such as the problem of ventilating a 100-mile-long tunnel.

"The same shafts or slopes that are used to reach down to the 615-foot level at half a dozen points along the course—so that construction can start simultaneously—will serve as natural chimneys, creating more than ample draft."

"Some high storage dams on the headwaters of the Greenbrier river can store enough water to assure a steady flow, even in drought periods," he said, adding that the project also has possibilities for creating cheap hydroelectric power.

Worthington foresees tremendous economic advantages accruing from the canal:

"Sixteen states east of the Appalachians, plus Wisconsin and Michigan via the Chicago Canal to the Great Lakes, would benefit directly by all-water inland transport to the rich Atlantic Coast markets, at the very beginning."

"Lower freight rates on grain would mean higher prices to farmers—saving billions of dollars in farm price subsidies, and possibly saving housewives one cent a loaf on bread."

"It would carry western lumber, lowering the cost of average house by perhaps \$200 or more. It would carry millions of gallons of gasoline and oil, and bring the cost of gasoline down several cents a gallon."

Western Tunnel Too
"It would carry coal for the needy countries of Europe and, by lowering the delivered price and increasing the market, would put 50,000 or more idle miners back to work. It would carry iron ore and limestone, and assure Pittsburgh's dominance of the steel industry for another century."

"The prosperity resulting from the canal would ultimately mean more business for every railroad in the affected area."

Worthington also talks of another canal linking the Missouri and Columbia river basins, with a second 100-mile tunnel under the Continental Divide of the Rocky Mountains, and has similar figures to back it up.

"The Midland Canal is the answer to the nation's inevitable needs if we are to keep growing," he says. "It is the submarine-proof canal across the continent. And best of all, it's an economical plan that will mean dollars-and-cents savings to each harassed taxpayer."

"It's coming, sooner or later, because of the inevitable logic of destiny," he declared. "And I'd like to see it come during my lifetime."

Hay-fever victims can take refuge as they like in pollen-free Meramec Caverns, Stanton, Mo. For overnight visits, they are requested to bring their own sleeping equipment.

e Medford Fairgrounds!

AND FAIR

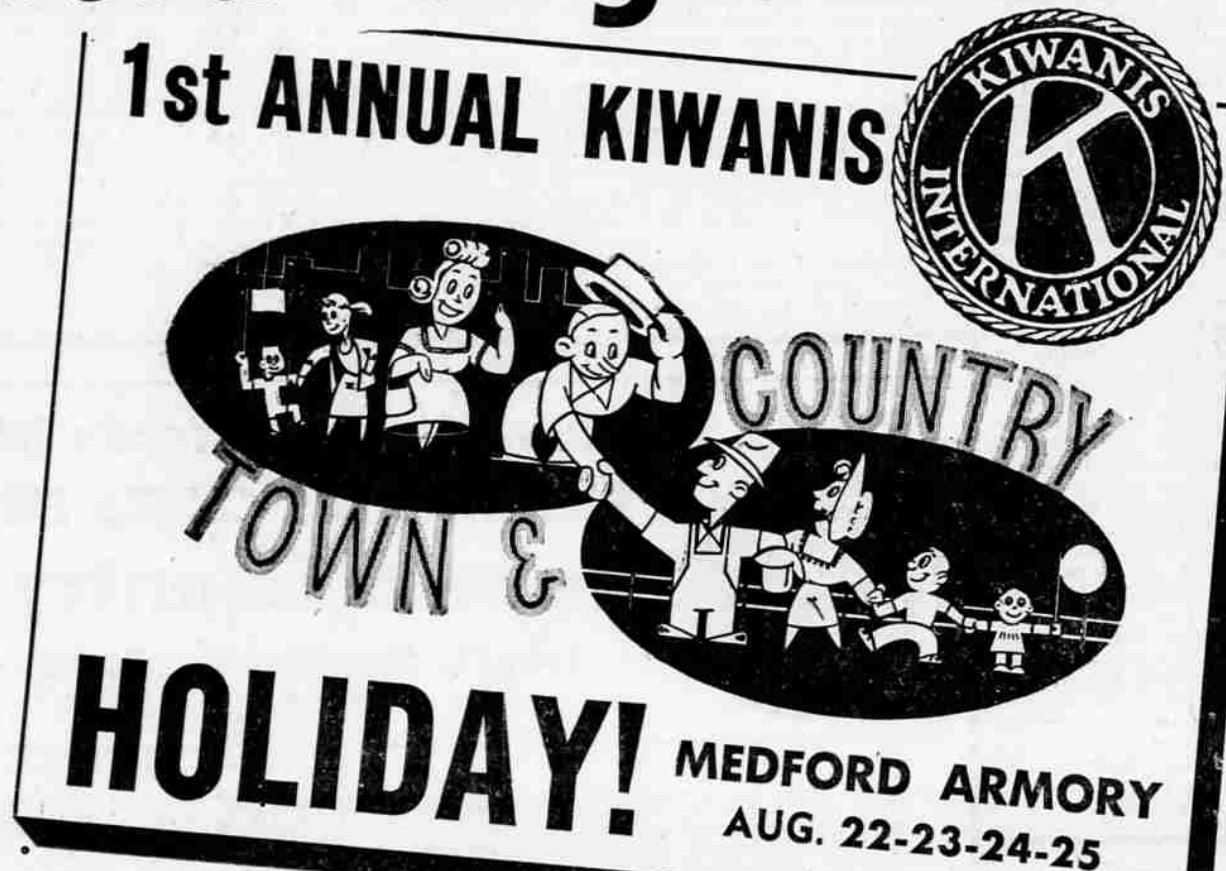
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