

High Efficiency At Marion Forks Fish Hatchery

Based on operation records of the Fish Commission of Oregon, the Marion Forks salmon hatchery has operated during the past two and one-half years with a theoretical efficiency of 83 1/2% according to Col. Thomas H. Lipscomb, Portland district engineer.

The hatchery was constructed by the Portland district, corps of engineers, to preserve the salmon run in the North Santiam river blocked by the construction of the Detroit dam project.

During the years 1951 and 1952, more than 668,000 spring chinook fingerling, or about 93% of the eggs taken, were released by the hatchery into the North Santiam river.

Fall chinook released during this period totaled more than 83% of eggs taken or 834,858. Released steelhead totaled 2,348,023 or about 74% of eggs taken.

Colonel Lipscomb said the Marion Forks hatchery, 22 miles above Detroit dam, replaced the state-owned hatchery at Mehama. A permanent salmon egg collecting station has been constructed below Big Cliff re-regulating reservoir, 2.5 miles downstream from Detroit dam on the North Santiam river and was placed in operation in 1952. Detroit dam is 45 miles east of Salem.

Although constructed by the corps of engineers, the hatchery and egg collecting station are operated by the Fish Commission of Oregon under contract agreement whereby the United States pays the increased costs of operation and maintenance.

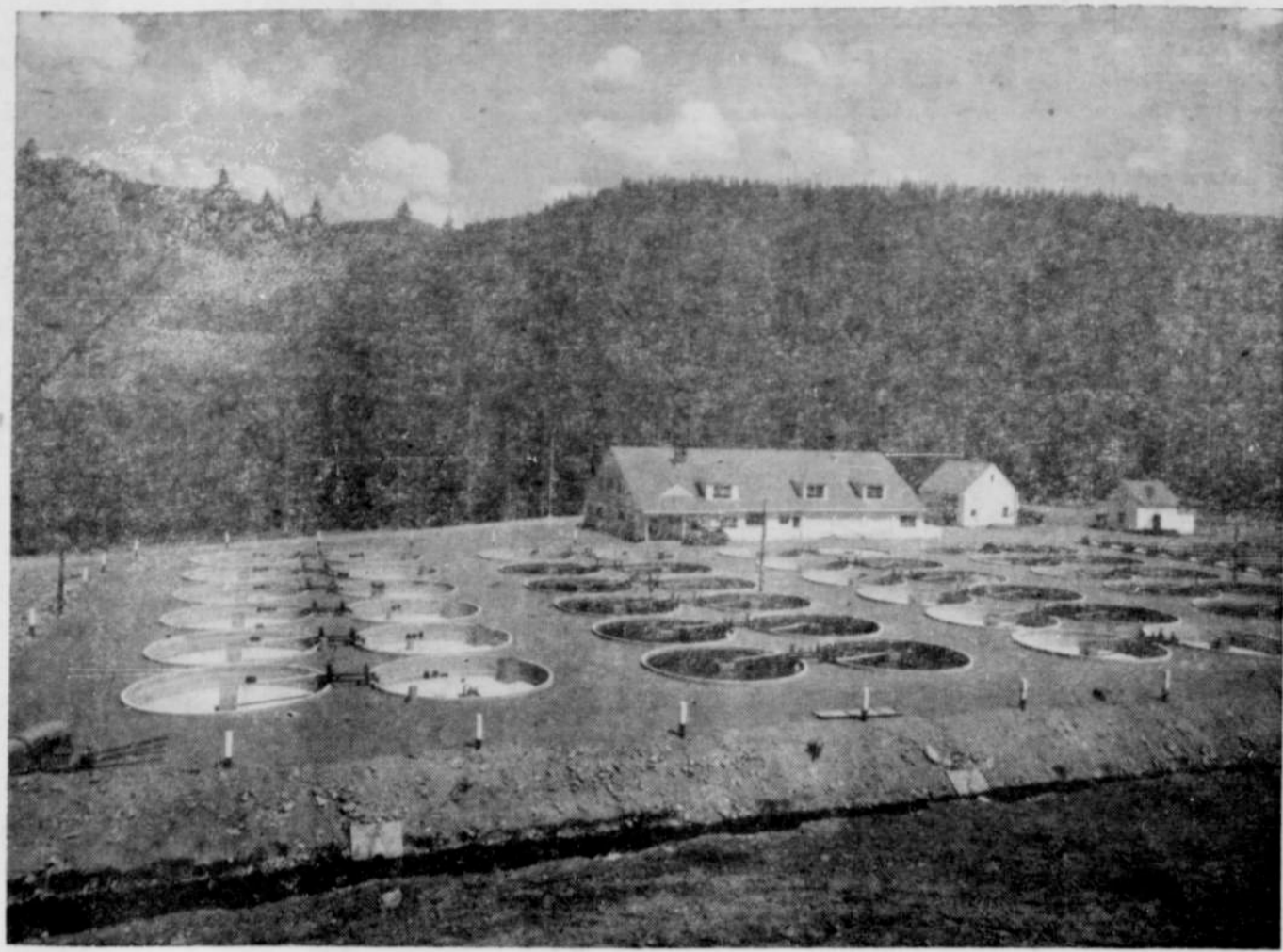
Cost of construction of the hatchery and egg collection station, including all engineering costs, was \$835,000, Colonel Lipscomb said.

At the beginning of the operation in 1950, 443,279 spring chinook eggs were transferred from Mehama to Marion Forks and 1,000,000 eyed fall chinook eggs from the Tanner Creek hatchery below Bonneville dam. No fingerling were released that year.

During 1951 the spring chinook egg take numbered 266,790 and the steelhead egg take 2,517,798 for a total of 2,784,588. During the same period 339,923 spring chinook fingerling,



This picture shows operation of grinding fish for food for millions of fish in hatchery tanks. Some 668,000 spring chinook fingerlings, 93 percent of eggs taken, freed in two years.



Marion Fork hatchery, built by corps of engineers 22 miles above Detroit dam on North Santiam river to preserve salmon run blocked by dam, is operating at more than 83 percent efficiency under direction of state fish commission, Col. Thomas H. Lipscomb, Portland district engineer, reported. Plant replaced state-owned property at Mehama. (Photos courtesy of The Oregonian)

834,858 fall chinook fingerling and 894,046 steelhead fingerling were released for a grand total of 2,068,827.

Spring chinook egg take in 1952 was 270,440 and the steelhead egg take 2,706,789 for a grand total of 2,977,329. During the same period 329,600 spring chinook fingerling were released as were 1,453,977 steelhead fingerling for a total of 1,783,577.

Held over at the end of the calendar year 1952 were 212,056 spring chinook fingerling and 1,526,606 steelhead fingerling.

Cost of operation of the Marion Forks hatchery from July through December, 1950, was \$16,164.47 of which the State of Oregon paid \$3,250.02 and the corps of engineers \$12,914.45.

Operating costs in 1951 totaled \$39,870.90 of which the state paid \$6,500.04 and the corps of engineers \$33,370.86. Operation during the first

eleven months of the calendar year 1952 totaled \$46,435.41 with the state paying \$5,958.37 and the corps of engineers \$40,477.04.

Increasing operational costs are the

Farmers Face--

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it is hard to reduce transportation costs and marketing charges.

Thomas explains that for Oregon farmers, changes in freight rates have a double-barrelled effect. Costs of transportation come out of what consumers pay for Oregon farm products. Higher rates make returns to farmers lower than they would have been otherwise. Costs of transportation are also added to prices of many things Oregon farmers and consumers buy.

Oregon farmers whose products must be shipped long distance to market need to be thinking about the immediate and long-term effects of high distribution costs, advises Thomas.

The agricultural economist says these facts stand out clearly. Freight

result of more facilities at the hatchery being placed in operation, an increase in the number of eggs and fingerling handled and a general all around increase in maintenance costs.

Colonel Lipscomb said construction has been started on a game-fish hatchery, principally for rainbow and cutthroat trout, at Leaburg on the McKenzie river and a salmon hatchery at Oak Ridge was completed last year on the Middle Fork Willamette river. These installations were made necessary by the construction of Look-out Point dam on the Middle Fork Willamette river and other Willamette basin dams.

rates on farm products are higher than ever before. They are not likely to decline very much. Efforts may be made to secure additional increases. These may be countered by efforts of producer and consumer groups. Freight costs must be paid by consumers. They come out of returns to farmers. Increases discourage farm production and may force some farmers and shippers out of business.

Lumber For Sale

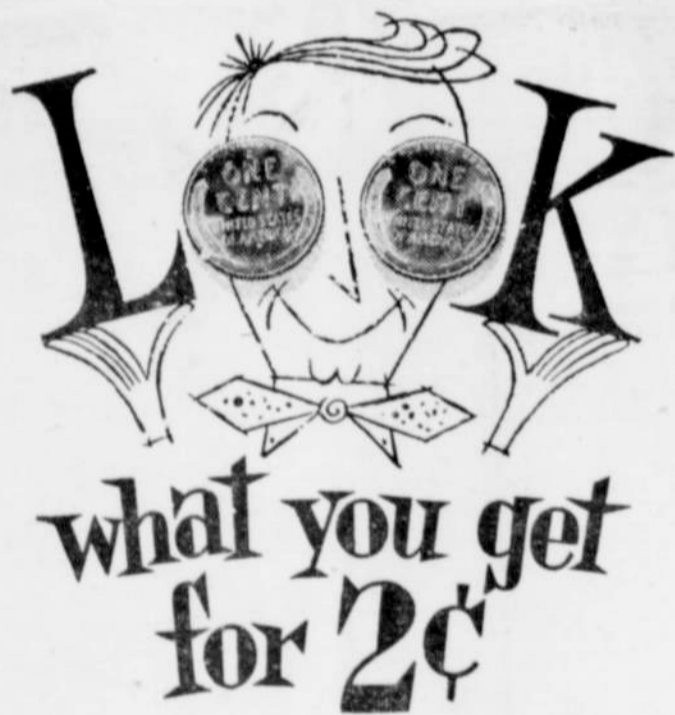
The Oregon State Highway Department is offering 40,000 board feet of 2x10 T & G Fir in place in a flume at Sardine Creek on the North Santiam Highway.

This flume is no longer required, therefore will sell this lumber upon the highest offer received until 2:00 o'clock P.M., April 1, 1953, subject to the final approval of the Oregon State Highway Commission with the right reserved to reject any and all bids.

Successful bidder will be required to pay cash for the lumber prior to its removal and have the same removed within sixty days from date of acceptance of offer.

FOR INFORMATION contact Mr. C. W. Parker, State Highway Bldg., Salem; Telephone No. 4-2171, Ext. 717, Oregon State Highway Department, Salem, Oregon.

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