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Flat-Roofed Buildings Are Designed For Crater Lake

MEDFORD — Flat-roofed dwellings, with the upper floor well above the average snow depth, will be built this summer at Crater Lake National Park, part of a continuing improvement program.

The flat roofs are a sharp departure from past design. Park Service officials said that high snow slid off the old pitched roofs, it was necessary to keep clearing it away from

under the eaves to make room for more. The new roofs, designed for a load of 50 pounds per square inch, will save that maintenance cost.

Bids will be opened June 24 on nine buildings to house personnel as well as an entrance station, a covered entrance to the administration building and two comfort stations.

Permit Daylight Entry
The dwellings will be of two and three stories to permit daylight to reach the park employees' living quarters. In the old buildings, windows were buried under snow all winter long.

Bids were received this week on paving the park utility area and reconstruction of the Annie Springs road intersection with Highway 62, which runs through the park.

They were opened Thursday, the 56th anniversary of the signing of the bill by President Theodore Roosevelt creating Crater Lake National Park.

The act was realization of a dream of William Gladstone Steel, who worked for it for years and ultimately became the park's first superintendent.

Steel first saw Crater Lake in 1885. It became a national park 17 years later.

Construction projects at the park are planned for several more years to meet increasing use of facilities.

VIDEO CLUB

WASHINGTON — Seaside Video Club of Seaside, Ore., was authorized by the Federal Communications Commission Friday to reproduce on channel 75 programs of Portland Station KOIN-TV.

REASONABLE WEEKLY ROOM RATES HOTEL UMPQUA



AMBASSADOR CHOIR of Bethany Bible College, Santa Cruz, Calif., will appear Tuesday at 7:30 p.m. at the Assembly of God Church. The group includes young people from California, Nevada and Oregon, and is directed by Rev. Forrest Beiser. In addition to numbers by the choir, various instrumental and vocal ensembles will be featured. The choir will present a music drama, "But for the Grace of God."

Hospital News

Mercy Hospital

Admitted

Surgery: Mrs. William Fumerton, Mrs. William Weber, Roseburg.

Medical: Frederick Marier, Dillard; Mrs. Joseph Castelan, Roseburg.

Discharged

Mrs. Elmer Scrape, Mrs. Larry LeGat, Mrs. Donald Smith and baby daughter, Robin Lynn; Walter Gottlieb, Mrs. Jack Patterson and baby son, Michael Edward; Mrs. Don Harris, Darryl Black, Kevin Dominguez, Mrs. Roland Lockwood, Mrs. Fred Hamilton, Roseburg; Ann Nolan, Mrs. Paul Rard, Oakland; Helen Altree, Canyonville; Perry Alberti, Glide; Harry C. Boyles, Quincy, Ill.; Mrs. Frederick Garren and baby, Laura Jean, Riddle; Mrs. Theodore Kirkpatrick, Myrtle Creek.

Douglas Community Hospital

Admitted

Surgery: Mrs. Clarence O'Coyle, William Pyle, Russell Burgess, Roseburg; Mrs. Ernest Leggett, Wilbur; Mrs. Alton Stone, Gwendolyn Stone, Dillard.

Medical: Mrs. Walter Crozier, Orville Loui, Paul Snyder, Mrs. Edward Kendall, Roseburg; Mrs. Denton Linderman, Winston; Mrs. James Ragsdale, Sutherlin.

Discharged

Gerald Stacey, Irving Roehleau, Mrs. Lloyd Walker and baby, Matt Douglas; Earl Barker, Percy Payne, Mrs. Lowell Harlow, Mrs. Gene O'Shell, Mrs. Wayne Ireland, Mrs. George Finney, William Smith, Dennis Sutton, Oscar Kolhoff, Mrs. Grover Tison, Ricky Tucker, Mrs. Lester Forney and baby, David Dean; Martin Roberts, Mrs. Lester Pierce, Mrs. Charles Bass, Mrs. Earl Henbest, Mrs. Ezra Ecker, Mrs. Ralph Bacon, Mrs. Jerry Holloway and baby, Sari Lynne, Roseburg; Linda McLane, Mrs. Bruce May and baby, Bruce Curtis, Sutherlin; Herbert Melvin, Glide; Russell Wortheley, Mrs. Edward Shiplett, Byron Bissonette, Wayne Coder, Jr., Winston; Ricky Osborn, Oakland; Eunice Coleman, Wilbur; Mrs. Wayne McCoy, Riddle; Stanley Simich, Medford; Mrs. Cecil King, Myrtle Creek; Milo Cloughton Jr., Camas Valley.

Edna Young, 63, Passes Sunday

Mrs. R. C. (Edna) Young, 63, died Sunday at the Riverside Sanitarium following a long illness. She was born Nov. 26, 1894 in Oklahoma and moved to Roseburg 14 years ago.

She is survived by her husband, Robert; two daughters, Mrs. Alfred (Ila) Morris and Mrs. John (Alta) Patton, both of Roseburg; one son, Donald P. Hardy, Watsonville, Calif.

Funeral services will be held at 10 a.m. Tuesday at Long and Orr Mortuary. Interment will follow at Civil-Bend Cemetery at Winston, with the Rev. Laurence Smith of the Church of the Open Bible officiating.

Elkton Forest Nursery To Be Inspected June 7

Elkton State Forest Nursery will be inspected by members of the Umpqua chapter of the Society of American Foresters June 7, the society's last meeting of the season.

The program, which will start at 10:30 a.m. at the nursery, will start with a tour of the nursery. A business meeting will be in the afternoon.

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Bonneville Still Pondering Possible Rate Increase; Won't Know Until January

WASHINGTON — Bonneville Power Administration officials hope to know by next January whether to propose a rate increase on electricity produced from federal dams in the Pacific Northwest.

Earl D. Ostrander, BPA's director of administrative management, so told a House Appropriations subcommittee in testimony made public Monday.

He told the committee an increase in rates is not inevitable, but depends "on a great number of factors that we cannot forecast accurately and completely at this time."

Among these factors, he said, are the rate of annual repayment

including the interest rate, cost of new projects, whether general cost levels climb and the extent to which joint costs are allocated to power.

Still in Black
We are still in the black just by a small margin, and what the next five years are going to hold we do not know," he testified. "We are making a study of that now and hope to have an answer about next January."

The agency has committed itself to make no rate increase before Dec. 20, 1959.

However, Dr. William A. Pearl, Bonneville administrator, testified.

"If our rates are to increase, and need to increase, they should be increased in 1959, for we do have contracts wherein we cannot change the rates over a five-year period. That five-year period terminates in 1959."

At another point Pearl said Bonneville's objective still is to produce and deliver electricity to the consumer at the lowest rate possible and still remain in the black, adding:

"As long as we can remain in the black, we will not request an increase in our rates."

Witness Says Keith Admitted Killing Part
PORTLAND — Harold Keith once admitted slaying a co-worker, a witness testified Wednesday in Keith's first-degree murder trial here.

House painter Hiram Johnson said Keith told him he struck Robert Holloway, a Portland cement finisher, with a board and then helped dump his body in a well.

Holloway's body was found last year in a lime-coated well near Vernonia.

Johnson said Keith, a Portland resident, admitted he helped Lee Allen Parker take Holloway to the well.

Parker was convicted earlier in a second-degree murder trial and sentenced to life imprisonment.

Local News
Roseburg WCTU will meet at 10 a.m. Tuesday, May 27, at the home of Mrs. A. L. Wrentz, 1866 SW Lincoln Ave. A sack lunch will be held at noon.

CORA'S CIRCLE TO MEET
Cora's Christian Circle will meet at the Pine Grove Church Tuesday at 1:30 p.m. to work on articles for vacation Bible School. This will be an important meeting and all women interested in helping are asked to attend.

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6:15 P.M. Dial OR 2-3321

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A statement dealing with the fundamentals of running a railroad

You probably have heard or read a good deal lately about the troubles of the railroad industry... regulative, competitive, legislative... and depressive.

You can be helpful... and we will be grateful... if you will add your voice to others who are asking for fair, non-political treatment of the railroads, such as is recommended in the report of the Senate Committee headed by Senator Smathers.

But in the meantime...

We want you to know that Southern Pacific is doing its very best to help itself.

We try to operate as a sound, going concern, in our own interest and in yours. This involves reducing operating costs. At times, and particularly now, this requires severe economies.

We are also trying to get rid of those passenger trains that are little used, serve no useful purpose, and cause huge out-of-pocket losses. We have just discontinued one train that cost us \$1,800 a day and brought in only \$12 a day in revenue. Such efforts bring criticism, but we think this policy is best for shippers, and in the long run for travelers who actually use trains.

We are trying to adjust our freight rates so as to regain business that has been lost and also act as an incentive to develop new traffic. Some shippers are pleased and sometimes others object.

It's easier to say "Yes" than it is to say "No." We'd like to please everybody but that just doesn't seem possible.

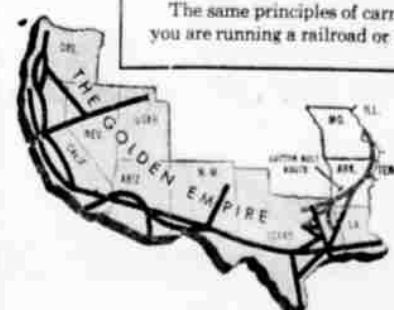
The best policy we think, and the one we try to follow, is to bring the greatest good to the greatest number and at the same time keep solvent.

It should be obvious to regulatory commissions, and to thoughtful shippers and travelers, that a solvent railroad is much better able to serve its territory well than a weak, money-losing one.

D. J. RUSSELL
President

We operate in large figures, but it is the relationship between income and outgo that counts, whether a business is large or small.

The same principles of carrying on a business apply whether you are running a railroad or a peanut stand.



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