

OREGON CAVES EXPECTING BIG TOURIST YEAR

Oregon Caves National Monument, Ore., May 21.—Early indications point toward a record breaking travel year for this monument, which began its regular summer season May 15, offering scheduled guide trips through the caves and carrying on complete services.

Early travel has shown a remarkable increase during the past two weeks, with out of state points well represented, attesting the growing popularity of the caves area as a scenic attraction. Final preparations for the Chateau and Chalet to be in readiness for the summer throng of visitors are now being completed, augmenting hotel and dining room service carried on during the past winter. Accommodations are also available at the cottages at reasonable rates.

With the arrival of the complete Chateau and Caves crew, evening programs under the stars around a blazing campfire will be started, presenting talent from Oregon colleges and universities in songs, instrumental music, readings and other entertainment. These programs have gained an enviable reputation for the Oregon Caves and when once heard are long remembered for their beauty.

A trip to the monument reveals thousands of wild flowers now in bloom, bordering the highway from Cave Junction to the Chateau and bordering the trails within the monument. Along the streams, miles before reaching the caves, the beautiful white flowers of the dogwood stand out prominently intermingling with the new green foliage of vines and Oregon Maple. The bloom, rarely seen by most people, the bright red snow flower has made its appearance and is found under low hanging branches of the live oak and fir. Wild orchids, too, and the Star of Bethlehem add to the colorful living bouquets along the way.

Enhancing the pleasure of a caves exploration, considerable improvement work has been completed by CCC labor within the caverns during the past winter, including the graveling of the two miles of passage ways and removal of obstructions.

Roosevelt Wants Lehman to Make Race

Washington, May 21 (AP)—President Roosevelt said today he hoped Governor Herbert H. Lehman of New York would see his way clear to run for reelection this fall.

The executive's comment was conveyed to reporters through Marvin H. McIntyre, a secretary.

The president said he had known of the governor's intentions for some little time and personally hoped he would run again.

Utility Districts Not Seen as Success From Finance Point of View

None of three proposed people's utility districts studied by the Oregon hydroelectric commission would be a financial success on the basis of reports of the commission, the latest of which was on the proposed seven-county super district. The commission previously released its findings on districts proposed for Marion and Linn counties.

Cost of building a complete electrical distribution system to serve the seven counties was estimated at \$6,001,000. This would include distribution in all cities and 2855 miles of rural primary lines, 1234 miles more than are now serving this same territory, and would make service available to 3621 potential rural customers who are not now served by the private companies.

The cost included no generation system, the district's sponsors having in mind purchase and distribution of power to be generated at Bonneville dam.

The commission estimated that the system's operation would yield a surplus of \$157,413 a year for the first four years and \$40,008 a year thereafter until the debt burden of the project had been retired. If taxes were to be paid the picture would be entirely changed with the project showing an operating deficit of \$12,729 annually for the first four years and \$130,134 annually thereafter until the debt had been retired.

An alternative program which would serve all possible customers in the district would cost \$5,428,000 and include 472 miles of rural lines in addition to those included in the first project. This system if untaxed, would return \$129,061 for the first four years and \$3343 in each of the next 28 years. If taxed the system would lose \$40,704 for four years and \$175,422 annually thereafter.

The system assumed in the report was entirely hypothetical, the commission said, "and it is not likely that the district under present day circumstances would consider construction of distribution facilities which would be largely paralleled by present lines." The commission also assumed that the proposed district would have no competition.

The report made no allowance for contractors' profits or right away for the hypothetical system, if it were to be constructed. Or if existing systems were to be purchased, there was no allowance for severance damages, which would have to be paid by the district if it purchased only parts of the facilities of private companies also operating outside the seven counties.

While the project would not allow a reduction in rates to the consumer until either consumption of electricity showed a substantial increase or the debt was retired, the commission pointed out that part of the amounts paid by consumers would

LETTERS POINT TO INCREASE IN OREGON TRAVEL

If the mass of inquiries being received by the travel and information department of the state highway commission is a true index of probable travel into Oregon for 1936, this year will pass all previous records with a wide margin.

Since the first of the year the department has received inquiries on Oregon from more than 18,000 persons from every state in the union and a score of foreign countries. They are asking about Oregon's beaches, its mountains, its lakes, its innumerable recreations, resorts, camps, and countless other factors having to do with an intended vacation.

The value of the advertising program being carried forward by the commission is reflected in large numbers of inquiries.

"Why haven't we been told about Oregon before?" is the plaintive query so often heard. "Here we were, our vacation nearly gone, and we found Oregon," one Pennsylvania writer wrote. "But we're coming back next summer. Will you send us literature on things you think we should see?" His reaction is typical of hundreds.

Travel bureaus, automobile clubs and other agencies throughout the country and particularly in sections from which Oregon enjoys substantial traffic are being supplied with "Drive Oregon Highways" folders, fishing pamphlets and highway maps.

The travel and information department has arranged window displays of the choicest collections of Oregon photographs available to be placed in such cities as Chicago, Omaha, St. Louis, Des Moines, Denver, Los Angeles and San Francisco where hundreds upon hundreds of thousands of persons will see them in the next few weeks. These displays invite interested persons to write for information that will help them plan an Oregon trip this year.

Many interesting observations are contained in the answers to the

questionnaires sent to persons who last year registered their cars as visitors to Oregon. The Oregon coast highway, the Columbia river highway, Crater lake, Oregon Caves and Oregon mountains were particular favorites of visitors, the answers show. Many travelers who have toured the world over have emphasized

the opinion that the Oregon coast and Columbia river highways were the most beautiful drives on all the earth.

The questionnaires also show a rising flow of trailer tourists interested in places where they may obtain water and electric facilities when they park.

Not only Oregon's highways, but its highway laws and police patrol meet the approval of most travelers. The basic speed law is often mentioned for its saneness, and many tourists have high praise for Oregon's state police.

It was when the travel department asked if the travelers wished

more information on Oregon and included space for names of friends who might visit that it let itself in for a lot of work. A great percentage of those who came to Oregon last year—many simply passing through—wish to see more of the state and have asked assistance in planning another trip.

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4.50-21	5.05	4.30	5.00-20	6.15
4.50-21	5.25	4.45	5.25-18	6.60
4.75-19	5.55	4.70	5.25-21	7.30
4.75-20	5.70	4.85	5.50-17	7.25

BANDIT WOMAN PENALTY LIGHT

Seattle, May 21 (AP)—Mrs. Cecelia McCausland, 25, Seattle's "fur coat girl" bandit, won a two-year suspended sentence yesterday when she pleaded guilty to one count of a secret federal indictment charging she fled to California to escape robbery prosecution. Twelve other counts were dismissed.

Her father-in-law, William McCausland, Los Angeles business man, brought her here late yesterday. He testified to U. S. Judge John C. Bowen that his son, Robert, 30, dominated her and was responsible for 13 holdups the young couple committed here in 1934 and 1935. Young McCausland is serving an 8 1/2 year term in San Quentin prison for robbery.

The holdups were similar, a fur coated young woman covering victims with a pistol while her companion gathered the loot.

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