

Doernbecher Hospital Explains Payments

Portland, Ore., June 9—(U.P.)—Doernbecher hospital officials emphasized today that Oregon residents do not have to stage fund-raising campaigns to pay operation costs of state patients because the institution charges only what the patient can afford.

Miss Shirley Thompson, Doernbecher superintendent, pointed out that this week's "blue baby" operation on five-year-old Janie Jensen of West Salem, Ore., was an example.

She said residents held a benefit dinner recently to pay for the girl's operating costs. But she emphasized that such benefits for Oregon patients were not necessary because the state would cover expenses that could not be met by patients.

West Salem residents raised \$1,000 for the girl's operation. Her condition is reported as fair.

Out-of-state residents must pay full rates at the hospital.

STEER DONATED
The Dalles, Ore., June 9—(U.P.)—A 1,099-pound steer owned by Diane Christianson, 18, of Moro was donated to the Portland Shriners' hospital yesterday.

BILL RYAN
Is Playing the
Hammond Organ
Every Night
Except Monday at
ROGUE RIVER LODGE



ROBERT CHRISMAN
Lions Banquet Toastmaster

Lions Club Elects Officers; Plans For Convention

Dr. Lee Mellish, chairman of the Lions club state convention which will be held here this week-end, was elected president of the Medford Lions club at the group's meeting this week.

Other new officers to serve during the 1950-51 year include Leland J. Knox, secretary-treasurer; L. J. "Bill" Cox, first vice-president; Elliott Becken, second vice-president; Lee Allen, lion tamer; Gordon Kershaw, tail-twister; and the following directors: James Campbell, Edward Pringle, Herbert Seitz and Penn Chittwood.

Plans Completed
Completion of final plans and arrangements for the convention, which is expected to draw more than 1,000 Lions and their wives from all sections of the state, was accomplished at the meeting. Local club members believe the conclave will be the largest Lions convention ever held in Oregon, and probably one of the largest conventions of any kind held in Medford.

Robert Chrisman, Enterprise, Ore., will be toastmaster at the governors' banquet, to be held at the junior high school gymnasium Monday evening before the grand ball. Chrisman, an attorney, is past president of the Enterprise club, and is past district governor of the organization. He is now a counselor of Lions International. Banquet speaker will be International Director Herbert Hargrave, Fresno, Cal.

To Star Sunday
The three-day convention will get under way Sunday and will conclude at noon Tuesday, with a farewell luncheon and election and installation of officers.

Lions convention officials pointed out that hotel and motel rooms will be at a premium this week-end and have appealed to residents who have spare rooms to get in touch with the Lions.

New Road Traverses Wilderness Along Canada's Similkameen River

This is a condensation of a motorlog article appearing in The Similkameen News-Journal June 11, 1950, a series sponsored by The Oregonian and the Oregon State Motor association.

BY VIRGIL SMITH
Staff Writer, The Oregonian

If you like to go exploring, in comfort and without danger, there's a place up in British Columbia beckoning.

It's called the E. C. Manning park, a wilderness area of 181,760 acres, astride the Canadian Cascades, with a highway running to it and through it so new that when this motorlog was made, in early May, there wasn't a service station along the whole 80-odd miles of it.

The highway is new in the best sense, smoothly paved, safe, easy to drive on, spectacularly engineered, opened only last fall. An old trapper in the park insisted this highway was 92 years in the building. One could almost believe it, but what he meant of course, was 92 years had passed between the time the first trail was blazed through the rugged area and the completion of the paving.

It was for the specific purpose of traversing this new highway that F. L. Crowe, manager, touring department of the Oregon State Motor association, and I set out in the association's white car before breakfast one Sunday morning.

The new highway joins other thoroughfares at Princeton on the east. Hope on the west. We elected to travel from east to west, and chose Penticton at the lower end of Lake Okanagan as the most likely place in the area to spend the night in comfort.

To one wholly new in those parts it was a revelation to find that the fruit-growing belt extends from the Yakima and Wenatchee valleys right on into the Okanagan valley, without



Route of the motorlog trip



AAA travel car on ruggedly constructed highway in Canada

a significant change except in the terrain, which gets more rugged to the north.

The vistas are magnificent as one drops down from the Okanagan valley, fruit trees on both sides of the highway and in the close background mountains that look like mountains, steep, high, jagged.

But on to the highway. En route to Princeton we passed through Hedley, where is located the huge mining property of the Kelowna Exploration company, which seems to be sliding down the steep mountain. The miners are half a mile, by "skip," but 14 miles by auto, from a tavern. The "skip" is a sort of cable railway up the steep mountain.

The new highway begins at Princeton where the Tulameen joins the Similkameen. I mention this because this region is almost wholly identified with Indian names, plus a sprinkling of old English.

The new highway follows the Similkameen almost to its source. Literally follows. I don't recall more than two instances in 55 miles that we were out of sight of this beautiful mountain stream. Most of the time, it seemed, we were on the same grade, just a few feet above the river. The area is forested, mostly with several varieties of pine, of which the kind we call lodgepole was most numerous. But up from the river they give way to a more scrubby type, and there is no undergrowth. Much of the region is a slide area, and after watching a while it was easy to imagine those brushy pines were up there on the steep mountainside, making fertile

soil out of the rock and dropping it into the valley. The soil is marvelously rich when watered.

The Similkameen river (say that name a few times and you'll do it all day) is the kind that fairly begs one to wet a fishline in it. Near milepost 55, where the river is squeezed into a rocky gorge too narrow for the highway to keep company, we found the first evidence of exploitation—a pioneer had built a few cabins and had set up a popcorn, candy and coffee stand. We asked him about the fishing. He hesitated, then declared that back from the highway about ten miles (you have to pack in) it's wonderful.

Soon after crossing the summit, a 4200-foot pass, we came to a new development by the parks and recreation department of the B. C. government. It's much like a forest ranger station, except that they have added a "visitors' convenience," a glorified lodge which inside had features like wood carvings and wood paneling, that called Timberline lodge to mind. It had not been opened when we were there.

The staff at the station were just completing a guide to the area. We were permitted to pass through the manuscript soon to be printed and discovered the region abounds with attractions, nature formations, Indian relics, historic spots which we had wholly missed because we didn't know where to look. We did, however, learn the origin of what we had believed was an abandoned mining camp tucked in a canyon. It had been a prisoner camp for Japanese during the war.

West Coast Shows Set Medford Engagement

West Coast shows will open a six-day run at the Medford fairgrounds starting Tuesday, June 20.

Complete with all the usual carnival attractions, the show will feature 15 new rides.

Also on the grounds will be a motordrome, a group of circus sideshows with freaks and oddities, and a balancing act on a slender steel pole 150 feet high.

The West Coast shows have been coming to Medford for the past 20 years under the auspices of the Veterans of Foreign Wars.

El Dorado county is one of the leading producers of high calcium industrial limestone in California.

Ashland Man Elected To Radio Club Office

Dave Arcand, Ashland, recently was elected vice-president of the Rogue Valley Radio club, it was announced today. The club, composed of 50 local amateur radio enthusiasts, is affiliated with the American Radio Relay league, and meets each Thursday at the fairgrounds clubroom.

The club's radio set has call letters of W70EK, and members of the group operate the transmitter at the weekly meetings.

The shade of the old apple tree should be cool for the tree is supplied by four gallons of water an hour. An apple tree will draw that much water from the ground, making a total of 96 gallons a day.



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PRODUCERS OF FAMOUS MORCROP FERTILIZERS, SEEDS, GO-WEST BAIT

Corral Scene Top Winner in Posse Roundup Contest

Miss Audrey Woolridge, queen of the ninth annual Rogue River roundup, yesterday pronounced the rodeo window at Crater Lake Motor company the winner in the Jackson County Mounted Sheriffs' posse window decorating contest for rodeo week.

The winning window had created much interest by the two live, spotted shetland ponies enclosed in a special board fence corral. The ponies, a brown and white named "Princess," and a black and white, "Skooter," are owned by Harry Furch.

2nd, 3rd Winners
Queen Audrey, accompanied by Princesses Jody, Briggs and Glenda Martin, judged the Lantis and Johnston Shoe store window as second prize winner; and the Crane and Mohr hardware window third. The royal court was escorted through downtown streets on the judging mission by L. C. "Les" Taylor and Fred Stead, possemen.

Many other merchants received special mention for their original decorations. Those in charge thanked the local business men for their cooperation in making rodeo week such a success. They also praised the support of townspeople in "going western" in keeping with the theme.

SINATRA SUIT DELAYED

Hollywood, June 9—(U.P.)—A separate maintenance suit filed by Frank Sinatra's wife has been postponed for 30 days.

Those who are expecting visitors they cannot accommodate were reminded that this week-end is a bad one for out-of-town visitors.

Dead line for Sunday Classified is at Noon Saturdays.

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100 H.P. HEAVY DUTY



The Ford F-5 has outlasted every other 11-1/2-ton truck in the postwar period because it gives top performance at lowest cost. Available with 9-ft. and 12-ft. Stakes and Platforms or as Chassis-Cab, Chassis-Cowl, Chassis-Windshield, 134-, 158- and 176-in. wheelbases, 14,000 lbs. G.V.W. Also C.O.E. in 110-, 134- and 158-in. wheelbases. 100-h.p. V-8 or 95-h.p. Six.



110 H.P. HEAVY DUTY

Newest of four great economy-proved truck engines in the 110-h.p. Six available in Ford F-6 rated at 15,000 lbs. G.V.W. In this heavy duty truck you now have a choice of V-8 or Six in three engines developing 95 h.p.; 100 h.p. and 110 h.p. Available with 9-ft. and 12-ft. Stakes and Platforms. In the same wheelbases and chassis options listed for 100-h.p. F-5 above, left.

145 H.P. BIG JOBS

Biggest Ford Trucks ever built, powered by a 145-h.p. V-8 engine, are setting economy records everywhere. G.T.W. ratings for the F-7 and F-8 are 35,000 lbs. and 39,000 lbs., respectively. G.V.W. ratings are 19,000 lbs. and 22,000 lbs. Available in 125-in., 141-in., 159-in., 176-in. and 195-in. wheelbases; Chassis-Cab, Chassis-Cowl, Chassis-Windshield.



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