

Medford Couples Take Boating Vacation

Travel Northern Waters in Own Outboard Craft

Kids, Dog Also Enjoy the Trip

By DON ROBINSON
Mail Tribune Staff Writer

If the society editor of the Nanaimo (nuh-NY-moe), British Columbia, newspaper had by chance slipped down to the docks one day this June, the following item might have appeared in the paper's columns:

"Three families from the city of Medford, Oregon, visited here by boat yesterday.

"Arriving in three small private vessels were: Mr. and Mrs. Robert E. Lee, and son and daughter, Walter, 13, and Carol Ann, 15; Mr. and Mrs. A. C. Allen Jr.; and Mr. and Mrs. Carroll Miller. The Miller dog, Joe, was also aboard.

"While in Nanaimo, the Oregonians bought gas and supplies and checked through customs. They chatted with several fishermen and complimented the country and the people, reserving a few complaints about the rain."

Though it is seldom that society editors collect such news, it is also seldom that folks from the orchards and mills of the Rogue valley are found cruising the waters between Vancouver island and the Canadian mainland in their own boats.

Yet a little over a month ago, the persons mentioned above spent their summer vacations on 18 to 22-foot outboard craft, skimming through about 1,000 miles of coves, passages, inlets and straits there.

They left Medford June 23, a caravan of three cars towing three boats on specially made trailers. Lees led the way. On their trailer was a boat born of a Chris Craft kit, 22 feet long, put together by Lee and a friend in a total of about 1,000 man hours.

Cabin Cruisers

The mahogany and white cabin cruiser held a roomy cabin forward, with four bunks, a three burner gas stove with oven, a sink and a toilet.

Behind them came the Millers, their station wagon pulling an 18-foot Bell Boy cabin cruiser, bought from the boat building firm in Bellingham, Wash. It had bunk room for two people. Both Miller and Lee crafts were equipped with twin 30-horsepower Evinrude motors.

Last in line were the Allens, towing a green and white cabin cruiser designed and built from scratch by Jim Allen. Once in the water, this boat would be propelled by a single 35-horsepower motor.

The three couples, plus Lee children and Miller dog, munched on fried chicken on the road and made Anacortes, Wash., the next day. Anacortes balances on the northern tip of a slip of land in Puget Sound between Washington and Vancouver island.

The boats were "put in" by elevator at Marina Gates, a launching operation at the beach.

Lees, Millers and Allens counted noses and grocery money, pointed the boats north and started the motors for a wet but thoroughly enjoyable voyage.

Provisions included a bacon, snack food, 32 to 50 gallons of gasoline apiece, cameras and stacks of film. The Allens and Lees preferred 35 millimeter color pictures, and Miller shot action with a new movie camera.

Reach State Park

The trio of boats skirted north of Orcas, a large island among the San Juans, and by evening reached Sucia island, the whole of which has been dedicated as a Washington state park.

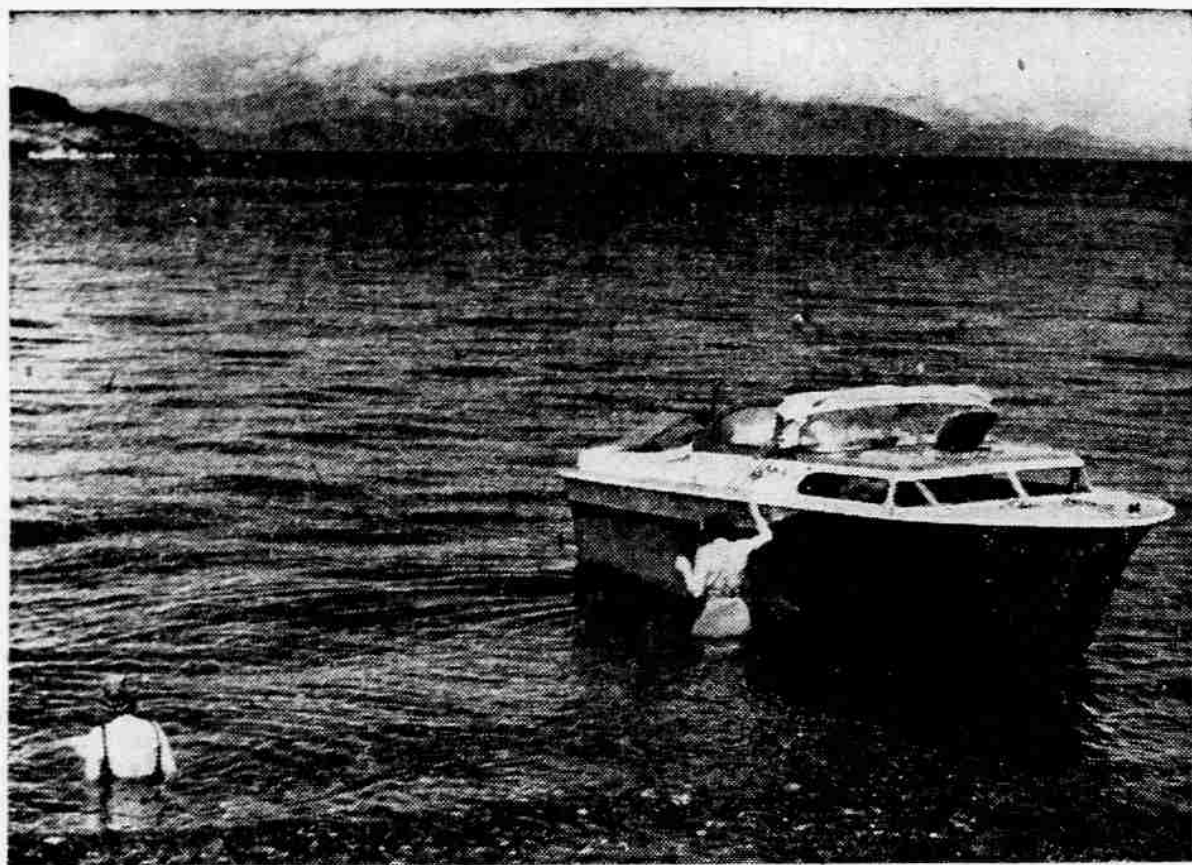
The second day carried them further north and east to Mudje island. That night, winds kicked up the water's surface, and they spent the sleeping hours rocking none too gently. As Lee recalls, "I hung on to my bunk."

Calmer waters greeted them in the morning and they put out for Vancouver island and the easy going town on its eastern coast, Nanaimo. Most vacationers from the U.S., "doing the island" by car, make this the northernmost point on their crowded ventures.

The Medford people checked in with customs authorities and stocked up on gas and groceries. Gas came by the Imperial gallon, five quarts for 28 cents. Downtown (the shopping district is walking distance from the docks) they chatted with residents, and back at the water's edge they talked with fishermen. They left convinced Canadians are a friendly lot. "They've always got time to stop and chat, and aren't in any hurry."

Impatient Motorist

Lee, youngest of the three voyaging men, was sharply aware of the difference on returning to the states. He was crossing a railroad track in Anacortes when a wheel of his boat-trailer caught in the ties. A motorist behind asked if he wouldn't get out of the way.



IN FOR A DIP—A picture taken on the 1956 trip shows Mrs. Miller, left, and Mrs. Allen in the water on a typically rocky beach. Water in the protected areas along the coast

of British Columbia is often warmer than that on the ocean beaches of Oregon. Rain prevented the travelers from swimming during the trip this year.



FALLING WATER—A foamy wisp of water tumbles over a bluff and down through the forest to an arm of ocean water cutting into the British Columbia coast. Similar falls can be seen along many of the inlets in the area. The Lee cabin cruiser is in the foreground.



BOATING AREA—An outline map shows the country which three Medford couple toured by private outboard boats earlier this summer. Their trip began at Anacortes, Wash., and continued to Nanaimo, B.C., on Vancouver island, then up to and around Jervis inlet on the Canadian mainland.

"Look," Lee said, "if you want to help get this loose, okay. If you don't, just sit and wait."

The impatient soul had an alternative, and squeezed past on what road room was left. Lee was unimpressed.

A real challenge for the small boats awaited beyond Nanaimo—the Strait of Georgia. This 40-mile wide body of temperamental water lay between them and their goal, Dake Cove just inside Jervis inlet. They pushed out and crossed the Strait without incident, anchoring safely off shore at Dark Cove.

Twelve to 14-foot tides are not unusual here, so the boats were left at anchor away from the shore, and boat-to-shore travel was done in eight-foot dinghies which Allen and Lee were towing.

Dark Cove was headquarters during the remaining time. From there the travelers took excursion trips in and around accessible waterways. Various islands

Beneath the boat floors, the water went down to near 400-fathom depth (2,400 feet). It is clear and blue on the surface, and appears, when one first enters the inlet, to be not a stretch of the sea but a high mountain lake. Allen calls it "Yosemite valley with water."

At the head of the inlet is luxurious Malibu lodge, built in the 1930's by a wealthy man and intended for wealthy tourists. The tourists never came, and the owner sold out to the Young Life youth group. Every summer, high school boys and girls from around the nation spend a few weeks at Malibu in the midst of unmarred scenery.

Rain was the only distraction of the vacation for the Medford visitors. It fell 12 of 14 days during the first two weeks. Mrs. Lee didn't ask what the annual rainfall was, but estimated it roughly at "barrels." Allen says it is not an unpleasant precipitation however, and once it stops, men and belongings are dry from the sun in half an hour.

Food was no problem. When meal time came, they asked "who'll catch the fish tonight?" and someone went to do a little "jigging" for red snapper, sea bass, rock cod, ling cod, tom cod and other varieties of bottom fish. From time to time they landed small but delicious salmon.

At places they found rock beaches carpeted with oysters, and they picked a meal during minus tides. Miller, not wanting to waste film footage, had the group pry open the often tough shells first, then started his camera recording the "opening of the oysters." Clams could be dug with bare hands.

The Lees could have been happier about the food situation, not caring at all for oysters or clams. But they managed the bottom fish and salmon, and their son, "Bud," caught a sizable red snapper the first time he dropped a line.

Grocery Pursue

Grocery Lee kept the grocery purse for whatever was needed to supplement fish. There was money left over at the trip's end. Though the area is undeveloped and most natives live by the fishing rod, grocery stores are not wanting. At Stuart island, 50 miles north of auto roads and where supplies must come by boat, the Allens and Millers found fresh California grapes and other produce.

The Lees left early to reach Medford by July 7. Rough waters kept them holed up in a bay for 26 hours on the return trip. They were surprised, poking carefully into open waters, not sure even then that they should continue, to find a small fishing boat anchored unprotected and four men calmly pulling in their catch.

The Allens and Millers took a different route home, stopping at points on north Vancouver island, arriving in Medford a week later than the Lees.

This was not the first trip for the Allens and Millers. Their boating in northwest waters began with an article that appeared in Sunset magazine in 1951. It caught the attention of both Jim Allen and Carroll Miller.

Its most surprising feature was the advice that trips on Puget Sound and the Strait of Georgia could be made by small boats with outboard motors. This was at a time when "outboards" with detachable motors taken off when not in use, were generally considered for use only on lakes and enclosed waters. Adventuring in spots like the Strait of Georgia called for 50-foot-plus vessels with inboard propulsion, according to popular conception.

Allen had been interested in boating from childhood. His parents once owned Rocky Point resort on Klamath Lake, and he designed and built his first runabout at the age of 19.

If he needed more inspiration

to take to water, he and his wife moved into a house built on the banks of the Rogue river, just northeast of TouVelle state park, in 1929.

Take Open Boats

After seeing the Sunset article, Allens and Millers took open outboard boats to Anacortes and put in for points north.

It was a nice trip, and the next summer they repeated. In 1953 they skipped, but each year since they have been regular visitors. They have now switched to cabin cruiser models, still using outboard motors. Allen, the past two years, has sailed in the "Sea Arrow," a serviceable vessel of his own building, 18 feet long. Miller bought his Bell Boy cabin cruiser in 1956.

The Lees were novices on the Canadian trip this year. Lee has a pair of skilled hands and an interest in fishing and duck hunting. The combination led him and a friend, Dick Mole, also of Medford, to buy a Chris Craft boat kit and assemble an 18-footer in 1948. The boat was dubbed "Mo-Lee I" after its builders, but an acquaintance humphied at this and immediately christened it the "Queen Mary."

The two men bought a second Chris Craft kit last year, finishing the boat in September. Officially the "Mo-Lee II," this 22-foot cabin cruiser is known to the public generally as "Queen Mary . . . II," and it transported the Lees this summer.

All three couples are home now. Lee is working at his post in Littrell Parts, and plodding always a little behind remodeling chores on his house at 847 Palm st.

Allen is thinking of expanding the shop he has above his house on the Rogue for constructing runabouts. He and his son, Al, 26, can turn out two boats per month now. Al may go into the boat business now that boating has been turned by popular fancy into a major American pastime. The Allens use their own design, unique so far as they know, which keeps a small boat steady in rough waters and prevents it from flipping regardless of the impulsiveness of the skipper.

Miller is keeping abreast of the pear season in his office at Pinnacle orchards. Joe, the dog, is relaxing from the trip at the family home, 2683 Hillcrest rd.

All plan to repeat their boating vacation next summer, maybe leaving a few weeks later to avoid the rain. Bob Lee has encouraged words for those with a similar yearning, "Anybody can do it."

Maybe so. At least it's been done, and from all indications it is a worthwhile adventure, even if you don't like oysters or clams.

Welfare Group Votes Approves Expenditure

Portland—The State Public Welfare commission voted here Friday to spend 49 per cent of its biennial budget in the first year, after receiving requests from 13 counties for more funds.

Observers said the action reflected Oregon's worsening economic picture. The commission recently approved expenditure of 46 per cent of its biennial funds in the first year, which was from 2 to 3 per cent higher than first year budget allocations for the last several bienniums.

Under the 48-52 formula, the commission had allocated \$13,666,322 for the first year and would have \$14,724,055 for the second year. The new 49-51 formula means some \$350,000 will be shifted from the second to the first year budgets.

Employment Drops In Portland Area

Salem—Non-agricultural employment in the Portland metropolitan area dropped 1,800 last month with jobs in food processing, ship repair and governmental lines all below the June level, the State Unemployment Compensation commission reported Saturday.

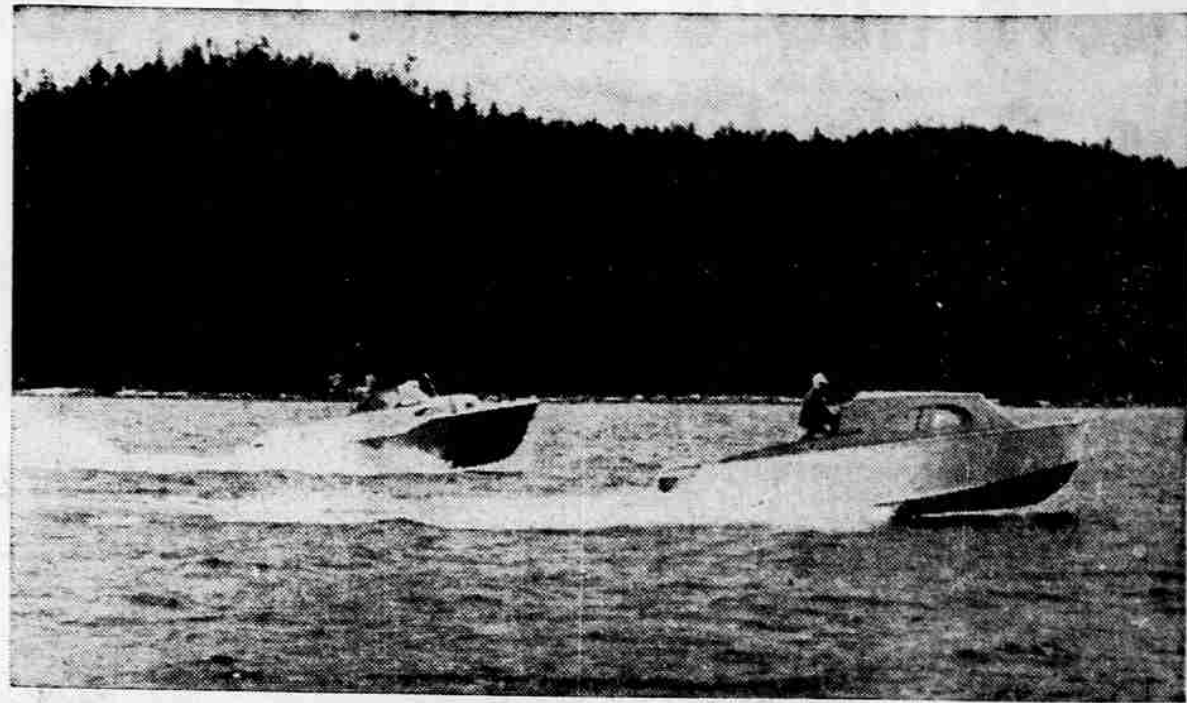
Some 257,500 persons were on non-farm jobs in the four-county area in July compared to 259,300 in June and 259,400 a year ago.

A lull between crops temporarily reduced food processing employment by 900 to 9,600, while contract completions affected 500 workers in ship repair activities. Release of non-academic personnel from education units for the summer months was responsible for fewer government employees.

Earnings of manufacturing production workers were \$86.87 on the average in July, a drop of \$1.47 from the June figure but slightly above the \$86.07 average a year ago.

RETURNS FROM VISITS

London—North Viet Nam President Ho Chi-Minh has returned home from visits to nine Communist countries including Soviet Russia, radio Peiping reported today.



OUT FOR A SPIN—Two of the three boats in the vacationing group skim the smooth water. The Millers' Bell Boy, 18-foot craft is in the background, and the Lees' 22-foot "Mo-

Lee II" cruises beside it. Both boats were powered by twin 30-horsepower outboard motors, and traveled at a cruising speed about 18 miles per hour.

Teacher Institute Ready for Medford Teachers Plan

Some 80 school teachers and administrators from Jacksonville, Rogue River, Butte Falls and Prospect will meet at Crater Lake National Park, Sept. 4, for one day pre-school in-service training.

Training is designed to offer teachers ideas for conducting outdoor field trips in education. The program will also supply teachers with needed materials and ideas in all related fields of education.

Miss Irene Hollenbeck, assistant professor of science at Southern Oregon College, will serve as educational consultant for the meeting, and the national park service will furnish lecturers and guides. The program centers around the native flora and fauna of the region and the geological history of southern Oregon.

Melvin Rochester, principal of Prospect elementary school, served as planning chairman, and Bruce Hitt, county curriculum coordinator, was consultant to the planning committee.

Holmer Completes Clerks' Meetings

Salem—State elections Chief Freeman Holmer has completed a schedule of meetings with Oregon's 36 county clerks after two months on his new job.

The schedule began with a conference with Curry county clerk, Miss Oleta Walker, and concluded with Roger Thompson, Washington county clerk. Holmer sandwiched in the tour between supervising publication of the 1957 session laws, the Senate and House journals and other duties.

Purpose of the visits was to carry out Secretary of State Mark Hatfield's instructions to learn first hand the problems of each county in conducting elections.

Before Aug. 20, elections were conducted on an unco-ordinated basis with each county clerk making his own interpretation of the law. But with the new elections code, secretary of state becomes in actual fact the state's chief elections officer. Holmer is assigned this task.

Holmer will conduct a school for county clerks early in January in each of Oregon's four Congressional districts. The clerks in turn will hold classes for elections boards.

Reception of the new election laws was generally good, Holmer said, among the 22 men and 14 women who occupy county clerk positions. He said he was favorably impressed with the manner in which their offices were staffed and operated.

The new laws were the first overhaul of Oregon elections laws in more than 40 years. Their purpose is to make procedures more uniform and reduce costs. They also tighten contribution reporting and corrupt practice provisions.

Oshkosh, Wis.—Ralph Visher brushed two spiders from the sun visor of his car. One went down his back and his car went into a ditch.

Smith-Dyng
LUMBER
CO.
8th and
Fir St.

Dutch Boy
PAINTS



BERRY PATCH—With a rushing falls in the background, Mrs. A. C. Allen Jr. picks a batch of blueberries on Canadian ground in the Jervis inlet area. The blueberries later went into biscuits made aboard the boat.

Work on Interstate Bridge May Stop

Portland—Work may stop in the new Interstate bridge between Portland and Vancouver, Wash., unless alleged safety violations are corrected, Don Swink, union attorney warned Friday.

Swink, representing the Portland district council of carpenters, sounded the warning at a hearing by the State Industrial Accident commission investigating the death of Herbert Smith, who was killed while working on the bridge.

Smith plunged to his death from the bridge when scaffolding gave way.

Swink told the commission that the bridge was not safe to work on and specifically noted that an adequate safety railing was needed.

Chairman William Callhan told Swink that if anything on the job was unsafe it would be investigated.

Marcus Whitman Hotel In Portland Purchased

Portland—The purchase of the 175-room Marcus Whitman hotel in Walla Walla, Wash., was announced Friday by Western Hotels, Inc. The sale price, according to local Western officials, was in excess of one million dollars.

Western Hotels, Inc. also owns and operates the Benson hotel in Portland, among other Pacific coast hotels.

The Dalles Man Dies When Scaffolding Falls

The Dalles—Karyl V. Benson, 58, The Dalles, died Friday from injuries suffered in a fall from scaffolding at the Union Pacific roundhouse here.

Benson had been putting up metal sheeting on the building when the scaffolding gave way. Wasco county coroner Kenneth Libby said that Benson apparently died from chest injuries suffered in the 12-foot fall.

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