

\$50 Million Per Year Needed To Put National Parks Back In Condition

WASHINGTON, April 23 (AP)—The nation's down-at-heel national parks and monuments can be made spic, span and comfortable at an additional cost of about \$50,000,000 a year for the next several years, the national park service estimated today.

To do the job, said authors of the agency's master plan, the service will need these amounts in addition to the normal funds for operation and maintenance:

Physical improvements — about \$15,000,000 a year for 8 1/2 years.

Roads and trails — \$15,000,000 annually for 12 years.

Parkways — \$20,000,000 a year for seven years.

No such allowances have been provided for 1948-49, but park experts hope to get the program under way in the years following. The

estimates are subject to great fluctuation.

The Big Six in the national parks development program are Yellowstone, in Wyoming and Montana, for which the plan would allot about \$15,850,000; Mount Rainier, Wash., \$11,300,000; Big Bend, Texas, \$9,250,000; Yosemite, Calif., \$7,600,000; Sequoia-Kings Canyon, Calif., \$4,500,000; Glacier, Mont., \$4,200,000.

The development program, as sketched in the master plan, includes:

Mount Rainier—Use of two floors at Paradise Inn will be restricted because of fire hazards, reducing the hotel capacity. Ski lodge and warming house to remain open next winter. Central hotel building planned at Yakima park.

Plans for some of the other parks: Olympic, Wash.—Construction of a nine-mile road to Hurricane ridge has been started. Upon its completion, an Alpine lodge and multi-unit cabins will be built there. Estimated cost of these and lesser developments, \$3,400,000.

Crater Lake, Ore.—\$3,700,000 in improvements, including a lodge-and-cabins project on the rim. The present hotel to be replaced at some more distant future date.

Some park service observations for other areas:

Mount McKinley Park, Alaska.—A new lodge-and-cabins, or combination hotel and cabins, planned for construction at Wonder lake, 80 miles from McKinley park station, this year, will be built next year. Alaska Railroad company also planning to enlarge its hotel at the station; bids for the project this year were rejected as too high.

Concrete Vessel Sinks Off Reef

NEWPORT, Ore., April 23 (AP)—The vessel Joseph Aspidin, which was to be sunk and used for a re-entrenchment in Newport's harbor development program, sank today in the wrong place.

The 354-foot concrete vessel broke loose from its moorings 10 days ago and drifted onto a reef a half-mile off shore.

Today, while most of Newport closed stores and went out to watch, the ship skidded off the reef in heavy seas and sank.

Government Should Own National Park

WASHINGTON, April 23 (AP)—The federal government should own but not operate the tourist accommodations in the national parks and monuments, five interior department advisers said Thursday.

The parks ultimately should be made free to everyone, they said. Admission fees should be abolished, and services should be rendered at cost.

However, since this is not now feasible the policy of collecting part of the costs of operation from visitors should be continued, they added.

The advisers recommended that a single fee be charged—not two as at present. It should be an entrance fee, they said. The franchise fee, tacked onto goods and services inside the parks, should be abolished.

The advisers, members of a group appointed by Secretary of the Interior Krug to study the national park service, reported on results of a year's study.

Cancer Drive Here Slow

Contributions are coming in slowly but steadily for the Klamath County fund for cancer control, according to Al Hatten and Tom Patten, in charge of the campaign.

The effort is being conducted without high pressure in the hope that voluntary contributions will take care of Klamath's part in the state campaign, they said.

Virtually all contributions received so far have been made without solicitation. Checks may be sent to Hatten at the Shaw Stationery company, Patten at Box 778, or Malcolm Epley, Herald and News.



LIFE'S TOO SHORT for a long song and dance about salt—even if it is Leslie.*

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*How can we be so modest?



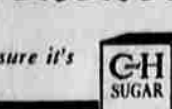


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Here's 1911 Scene On The Rim Of Crater Lake, Klamath's Premier Tourist Attraction



Recent announcement of the transfer of ownership of the Crater Lake lodge revived memories of the beginning of construction there, and from old files came the accompanying picture taken in September, 1911.

The photograph was made by a Klamath party which traversed the steep dirt roads to the park in the first four-door automobile in Klamath county.

The car may be seen perched close to the rim of the great blue lake, while at the right is mason-work construction which was part of the start of the large Crater Lake

lodge as it is known today. This construction was later incorporated in the modern lodge structure.

Driver of the car was Will Baldwin of Merrill, who today recalled the journey to the park that day in autumn, 1911.

Baldwin was accompanied in the front seat by C. L. Mosely, a General Electric representative who was visiting here at the time. In the rear seat were the late Mrs. Baldwin and Maude Baldwin, Will's sister.

They made the trip to the park without trouble in the "Buick 39." They spent a night up there, sleeping in tents which were the only accommodation. In the morning there were four inches of snow on the ground.

Baldwin recalls that the lodge construction proceeded slowly, with work being done season by season until a hotel was ready for operation.

The lodge was developed by the Crater Lake National Park company, which was organized and headed for 28 years by Richard Price, who took over about 10 years after the above picture was taken. Price proceeded on the site of the pictured construction and developed today's big lodge. He has just sold the company to Mr. and Mrs. Michael Lee and son, Kenneth, of Oakland, Calif., who have taken possession and will operate the lodge the coming tourist season.

May 29-30 May Be Dates Of Basin 'Progress' Exposition

May 29 and 30 have been tentatively set as dates for Klamath's proposed "progress exposition" and air show, according to Joe L. Hicks, chairman of the chamber of commerce aviation committee.

Committeemen are now canvassing the business and manufacturing districts to determine the potential of exhibition space which might be taken in the big double hangar at the airport, where the exhibits would be placed.

Extensive industrial and retail exhibitions are hoped for by the committee as a feature of the show, which, if it goes ahead, may be one of the largest projects of its kind ever undertaken here.

A special attraction will be a two-day air show, one day featuring an aggregation of outside aviation experts, and the other an exhibition by local fliers.

The week-end chosen precedes Memorial Day, and the committee believes that thousands of people would turn out in the two days, Hicks said.

The city airport commission is interested in the project along with the chamber committee. Chamber directors have approved the project if it can be lined up without danger of financial loss.

Timber Cut Ruling Made

PORTLAND, April 23 (AP)—A federal judge ruled Thursday that a suit to prevent the government from signing a sustained yield timber cutting contract must be heard by three judges.

Judge Claude McCulloch said he would arrange for two federal district court and one U. S. circuit court judges to hear the case here April 30 and May 1.

The suit, brought by the Western Association of Lumbermen and Loggers and George E. Owen, Lane county sawmill owner, asks that the secretary of the interior be enjoined

from signing a 100-year cutting and marketing timber agreement with the Fischer Lumber company of Marcola, Ore.

The agreement would cover private and public timber on the Mohawk river sustained yield forest project. Some independent lumbermen have opposed such agreements, contending they are monopolistic.

Judge McCulloch told attorneys from both sides today that he could not issue an injunction against the secretary of interior himself, and arranged for the three-judge hearing.

Since the first American-made gasoline-powered automobile came off the line about 55 years ago, more than 2200 different makes of cars have appeared on the market in this country alone.

Holy Land Is War Cradle

Palestine may touch off a "little world war" if not something bigger, Ormond R. Bean, Portland, told the Kiwanis club in a Thursday talk.

Bean, who became conversant with the Middle East while a director of transport for the Allied control program there, pointed out that Russia can put the United States in an awkward position in Palestine and will probably try to do it.

The United States wants a trusteeship, while Russia is pressing for partition. Russia is willing to send troops into Palestine for po-

lice work in connection with the partition program, something which the United States would not welcome.

Bean gave an outline of the current governmental situations in each country of the Middle East. He was introduced by Bert Igl.

Research veterinarians say dogs can digest and assimilate starchy foods, despite widespread notions to the contrary. Bones are not essential to a dog's diet.

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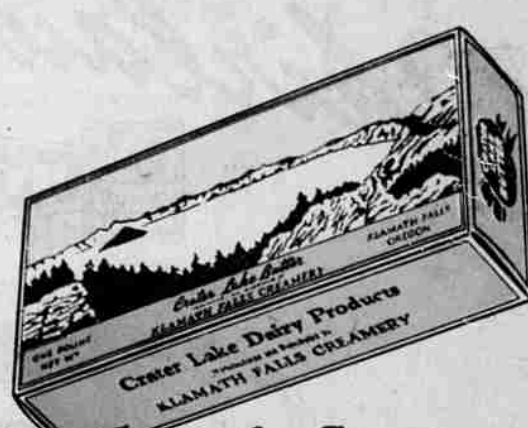


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