

Events Around Adrian

By Dale Witt

ADRIAN - Hank Moore of Bend came last Monday to visit his mother, Mrs. Marie Moore.

Mr. and Mrs. Al Azar and Mr. and Mrs. Bill Johnston of Portland came Friday to visit Mrs. Marie Moore and son Hank and do some pheasant hunting. They will be there all this week.

Mr. and Mrs. George Bennett were Saturday evening guests of Mr. and Mrs. Oliver Freil.

Mr. and Mrs. Myron Gossard were Saturday evening callers. They returned Sunday morning then went on to Rupert.

Shelly Walker and Jeremy and Kimmy Sue Cornmesser of Caldwell spent the weekend with Jeri and Teresa Freil.

Mr. and Mrs. Bill Marshall of Meridian were Sunday afternoon callers of Mrs. Hazel Schafer. They had Sunday evening dinner at Rusty's Steak House in Ontario.

Mrs. Minnie Mackey entered the Nyssa nursing home October 2. Her recent visitors there were Mr. and Mrs. Cecil Helton of Boise, Mrs. Hannah Gage of Boise and Mrs. Maggie Turner of Star.

The friends and neighbors of Anna Long had a birthday party for her Saturday evening at the home of Mrs. Mable Piercy.

Mrs. Anna Long and Mrs. Sue Ashcraft saw the "Up With People" program at the Nyssa nursing home Thursday afternoon.

Mrs. Sue Ashcraft went to Boise with Janine Tanner on Wednesday. They had lunch with Mrs. Ashcraft's daughter, Donna Hamelton.

Mr. and Mrs. Jake Borge of Reedsport were Friday luncheon guests of Mr. and Mrs. Carl Begeman.

Mrs. Mable Piercy went with Mrs. Anna Long to Emmett Tuesday to take her sisters Loraine Merritt and Doris Raynor shopping.

Mr. and Mrs. James Payne and family of Nampa were Sunday dinner guests of her parents, Mr. and Mrs. Vern Parker.

Mr. and Mrs. George DeHaven went to Medford Thursday where they visited

their daughter, Mr. and Mrs. Robert Bowles and family. On Saturday they went to Klamath Falls where they visited the Larry DeHaven family. Monday they came over to Bly where their sons Bruce and Donnie are doing construction work. They spent the night with them and returned home Tuesday.

Mrs. George DeHaven, Mrs. Mable Piercy and Mrs. Vera Webb attended the Womens Association meeting at the Robert Ball home in Roswell Thursday afternoon.

Saturday evening Chrisi and Kimi Mosier of Ontario came and were overnight guests of their grandparents, Mr. and Mrs. George DeHaven. Their parents, Mr. and Mrs. Jim Mosier were Sunday dinner guests and the children returned home with them.

Mr. and Mrs. Danny Skerjanec and family of Ontario were Sunday evening dinner guests of her parents, Mr. and Mrs. George DeHaven.

Mrs. Sue Ashcraft, Mrs. Hazel Schafer, Mrs. Anna Long, Mrs. Mable Piercy and Mrs. Edna DeHaven attended the Happy Dozen Card Club meeting at the Mary Hatt home in Ontario Friday afternoon.

Mrs. Anna Long and Mrs. Mable Piercy attended the open house at Nyssa Manor in Nyssa Sunday afternoon.

Last Sunday, Mr. and Mrs. Ed Sterbenz of Boise, Mr. and Mrs. William Govey of Alamosa, Colo. and Mr. and Mrs. Jim King of Ontario were dinner guests of Mr. and Mrs. G. E. Mackey.

Tuesday, Mr. and Mrs. William Govey, Mrs. Florence Govey were visitors of Mr. and Mrs. G. E. Mackey. In the afternoon they visited Larry Mackey at his place of work in New Plymouth and called on Mrs. Minnie Mackey at the Nyssa nursing home.

Mary Looney returned home Saturday evening after having spent ten days visiting her brother David in Eugene, her grandmother in Portland and an aunt in Seaside.

David Looney of Eugene came Thursday evening and is hunting pheasants with his

September Trip To Skagway, Alaska

By Mrs. Vern Hirsh

Mr. and Mrs. Vern Hirsh of the Newell Heights area left September 10 for Skagway, Alaska to visit their son. The following is a summary of their trip.

From 9 a.m. to 6:30 p.m., our flight from Boise to Skagway was good, on time and no hassle. Billy Betiya, Juneau High School basketball whizz of the '50-60s was our pilot on the Grumman Goose which flew us from Juneau to Skagway. One passenger was having her first flight ever. Some introduction to flying-Minnesota to Skagway, from Jet to an 'antique' which had been built in 1940. It happened that the first Goose we boarded, we left because the second motor wouldn't start. The next Goose was soon ready, we reached Skagway only minutes later than the scheduled time for arrival. The lady from Minnesota flew well, her courage was rewarded to see her expression when she was greeted by her son and his family.

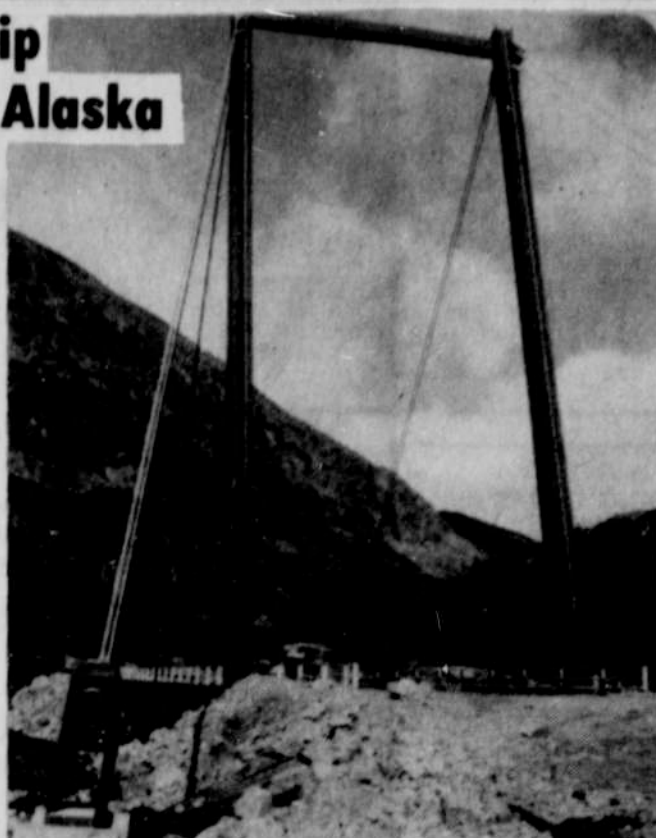
A four-block area of Skagway is now part of the U.S. Park system because of the Centennial effort to preserve historic sites. During these summer months tourists arrive several times a day by plane, cruises and the ferries of the Alaska Marine Highways. The shops open and close to accommodate the arrivals and departures. There are busses to carry people about to see the community which began because of the Klondike Gold

father Bill Looney and his brother Cliff Looney of Ontario.

Anna Long was a Sunday dinner guest in the Bill Looney home. They celebrated her birthday which was on Saturday.

Wednesday, Mr. and Mrs. Vern Parker went to La Grande to watch their grandson Tracy Parker play football. They were overnight guests of Mr. and Mrs. Bob Parker and returned home Thursday.

Bob Parker, his son Tracy and Paul Peterson of La Grande spent the weekend with the former's parents, Mr. and Mrs. Vern Parker to pheasant hunt.



THE PYLON BRIDGE SPANS a 100-foot deep canyon on the Skagway-Carcross Road now under construction. It has shock absorbers which yield to the heavier vehicles like modern gravel trucks. The special steel does not need paint because it forms a bright orange rust which gives it a protective coating. A Japanese firm made the steel and shipped it to Seattle where it was placed on barges headed for Skagway, Alaska. The iron workers who assembled the bridge scaled the canyon walls as easily as climbing stairs to the amazement of the other road builders.

Rush. Many of the Tour Groups schedule the day-long trip to Carcross, Y.T., Canada, on the Whitepass R.R. This narrow gauge railroad follows the Whitepass route taken by the gold seekers of '98 and passes by the well-reported Dead Horse Gulch where so many animals fell to their deaths. The other route taken by the gold seekers was the Chilcot and is in the next valley north of the Trail of '98. The trails joined at Carcross to go on to Lake Bennett, one of the sources of the mighty Yukon River. Modern hikers with backpacks require three days to reach Carcross.

The sight-seeing trip on the train which is composed of observation cars, winds up from sea level to 2800 feet in less than three hours, every turn affords a view worth coming for, even one of Skagway, way down not too far behind. We passengers were all ready for the hearty lunch of beef stew, baked beans, bread, cheese and apple pie with tea or coffee which is served as part of the

price of the ticket. The crew had taken the engine and fastened it to the back end of the train while we ate, after a bit of sight seeing we headed back for Skagway.

The Alaska Department of Highways has for the past three years had the Skagway-Carcross road under construction. The U. S. portion of the highway is on the north side of the valley traversed by the Trail of '98, and is on the most rugged terrain. The contractor has now blasted the way to the Canadian border, and parts of the road are surfaced with gravel and about completed to specification. The Canadians have built their part of the road to about four miles from the U.S. border, if mild weather holds, it is possible the U.S. portion of the road will be finished before the year ends.

We could see part of the Skagway-Carcross road from the train as we rode to the Whitehorse Pass. The long steep cuts blasted in the mountain rock and the deep fills stand out to mark the toil of the highway builder. At this latitude and elevation it will be some time before the vegetation will cover the scars made on the mountain. Specifications for the road required the least possible disturbance of vegetation, as well as situating the highway to afford the travelers the best of scenic vistas. Some trees high on the pass are only an inch or two in diameter, bush high, hard as steel, a century old. When the Pass is fogged in, the work stops because visibility is less than 30 feet and moisture freezes and glazes the machinery.

Homeward from Skagway, we took passage on the M.V. Malaspina, one of the ferries of the Alaska Marine Highway. The Malaspina and her sister ship, the M.V. Columbia are the two affording the better accommodations catering to the needs of the passengers. The other ferries are not as large, having fewer berths and providing mainly snack-type food service. Bookings for passage on the vessels with berth or state-room accommodations are taken well in advance and one is perhaps too optimistic to drive up to the dock hoping to gain passage immediately. Even with a motor home on board, Coast Guard regulations prohibit passengers on the cargo deck, except for scheduled short periods to tend to animals (pets to pack horses) or to get needed luggage. The camper owners could find themselves sitting in lounge chairs the night long, with their perfectly good beds empty below.

Our passage was booked in early April and was on the inside, not one on the outside with its own window, however, one passenger from New York got an outside room without previous booking. At Skagway there is room for only two large vessels at a time. The arrivals and tying up of the ferries and cruise ships is carefully scheduled, some cruises do not come into Skagway for that reason. They tour Glacier Bay instead. The Malaspina sailed out on the Lynn Canal on calm water and in bright sunshine. This incredible weather held during the entire trip to Seattle,

even the crossing of Queen Charlotte Sound didn't increase the motion of the ship.

From Skagway to Juneau took most of the day, we could see as far as our sight allowed. Strolling about the deck was easy and comfortable. We had several sightings of hump-back whale and schools of porpoise. Some people thought they saw moose along the shore. Dwellings and lighthouses afforded camera owners tempting subjects, not to mention the natural scenery. One passenger, who is a painter vowed to book return passage and she captured with her camera vistas enough to keep her busy for some time.

Rounding Douglas Island brought the mountains Juneau and Roberts into view, both with scarcely a trace of snow. In other years both would have been covered by large snow caps and the weather this time of the year would have been cloudy and rainy. Juneau, the city, appeared strange with its several new packing-box type sky scraper buildings scattered among the older ones. The A-J mine building is a burned out heap, paths of old snow slides are nearly grown over. Paint and refurbishing is evident all about.

The next stop was Petersburg about 1 a.m., it was announced an hour early so those leaving would be ready when the ferry docked. Getting up and dressing just to look was an effort. Few lights outlined the town, from the aft deck there was only dim light, stars lit the sky, dark oily looking water below was covered with gulls who were feeding on the small fish leaping out of the water. Jelly fish floated by, avoided by the gulls. Continually, at least one gull was shrieking, when it stopped another took up the cry. In the shadow of the ship there was a persistent soft swish-flop sound of many unseen creatures. The gulls didn't leave the dimly lighted area, continuing to swim about the dock side of the stern, several of them sighting each fish and reaching for it. Gull watching at midnight, nice, but hard to stay awake.

The stop at Ketchikan came at 11 a.m. on Sunday. It is a two-mile walk to downtown from the dock, but many passengers left the ferry to look for the last moment in the shops which obligingly opened. Ketchikan it was reported, is the best place to buy souvenirs. It was the last stop for our ferry until Seattle. One couple was slow getting back, the ramp was up, but they were taken aboard by a special entrance.

That night we went through the Inside Passage, but it was not announced, so only a few were up to see as the Malaspina glided through. Later that day we crossed the Queen Charlotte Sound and at Campbell River an ailing employee was littered off for medical care ashore.

That evening the weather was colder, but still many were out on deck to enjoy the scenery by full moonlight. On the aft sundeck, the young people who had camped there for the entire trip, snuggled into their sleeping bags, all their gear stowed in back packs, ready for the 5 a.m. call for debarking in Seattle.

The ferry docks at the old Seattle port, also now part of the U.S. Parks system. It was from this port that the whaling and cargo ships sailed, Alaska bound. Here the gold seekers embarked, each with his/her 3000 pounds of food and gear as required by the Canadian Government of those bound via the Whitehorse or Chilcot Passes for the frigid Klondike. After being unloaded at Skagway, the earlier gold seekers carried their provisions up one of the passes in 100 pound loads. They left their possessions in heaps, the one above the Pass increasing as the lower became smaller. Guarding the heaps was not necessary, pillagers met instant justice from anyone observing the act.

Mr. and Mrs. Vern Hirsh returned home Wednesday, September 28.

CARD OF THANKS

I want to thank my many friends, neighbors, and relatives for the beautiful flowers, cards, gifts, visits and many other kindnesses shown me during my hospitalization and recuperation period at home. I deeply appreciated everyone's concern.

Vickie Savage

Results of Health Services Survey On September 29th

Malheur Memorial Hospital published the following survey on health services. Below are the results of that survey.

Total number responded 138

Age: Under 5, 7% 15-44, 37%
5-14, 11% 45-64, 30%
65 and over, 17%

- Estimate how many miles you live from Malheur Memorial Hospital.
Under 5 mi. 78%
Over 6 mi. 22%
- Have you or a member of your family used the services of the Malheur Memorial Hospital within the last three years?
77% Yes 26% No
- If yes, estimate the number of times each service was used:
23% Admitted as a hospital in-patient (Maternity, medical, or surgical)
2% Admitted to the nursing home
42% Not admitted but used X-Ray & Lab
4% Transported by ambulance
26% Treated in the emergency room
- What were your impressions of the overall quality of services provided by Malheur Memorial Hospital?
45% Excellent 8% Poor
34% Good 1% Extremely poor
12% Satisfactory
- As a resident of MMH District, if you have used the services of a hospital other than the MMH in the last three years, please indicate why:
8% Out-of-town emergency
44% Specialist not available at MMH
16% Hospital service or equipment required not available at MMH
7% Reputation of out-of-town hospital
21% Doctor's referral to other hospital
4% Other
- Do you feel MMH District can continue to support a full-service hospital?
52% Yes 48% No
- How would you feel about MMH reducing its services and arranging for the care of some patients in a large Idaho city hospital?
Excellent 6%
Good 18%
Satisfactory 32%
Poor 13%
Extremely Poor 31%
- How many times have you or a member of your family visited medical doctors in each of the following towns during the past year?
43% Nyssa 8% Caldwell 2% Other
31% Ontario 9% Nampa
1% Payette 6% Boise
- What were your impressions of the overall quality of services provided by Nyssa physicians?
28% Excellent 12% Poor
36% Good 4% Extremely Poor
20% Satisfactory
- As a resident of MMH District, if during the past year you have used the services of a doctor who does not live in Nyssa, please indicate why:
54% Needed to see a specialist
22% Not satisfied with local doctors
5% Could not get in to see doctors
1% Out-of-town emergency
16% Reputation of out-of-town doctor
2% Other
- Check any of the following type of doctors which you or your family visited during the past year
36% Family Practice/General Practice
6% Obstetrics and Gynecologist
15% Surgeon
14% Internist/Cardiologist
7% Pediatrician
8% Urologist
10% Orthopedic Physician
4% Neurologist
- Would you like to see MMH arrange for all of these types of doctors to travel from established practices in a large Idaho city, to work in a clinic at MMH?
88% Yes 12% No
- Would you visit these doctors in the Nyssa hospital instead of traveling out of town to see doctors?
91% Yes 9% No
- Please add any suggestions or comments that you feel would make Malheur Memorial Hospital of greater service to the community.
(Use the space below or add a separate note.)

The Oregon Department of Transportation
Wants

YOUR OPINION ABOUT HIGHWAY IMPROVEMENT NEEDS IN THIS AREA

Come to the public meeting on Oregon's proposed
six-year highway improvement program and let

ONTARIO
Thursday, October 27
7:30 to 9:30 p.m.
Malheur County Library
388 S.W. 2nd Street
Meeting Room

the Oregon Transportation Commission know
what YOU think!

Key Oregon Transportation officials will discuss repairs
and improvements being planned in your area.

It's a chance for you to let State officials know if what
is being planned is what you want.

If you're concerned about the **CONDITION** and **FUTURE** of the
roads in this area, attend this very important meeting!

