

Snow Cost State Heap Of Money

CARSON CITY, Nev., May 25.—It cost the Nevada Department of Highways \$127,897.00 during the winter of 1936-37 to keep the state's highways clear of snow. This cost compares with \$51,000.00 expended for the same purpose during the winter season of 1935-36. In addition to this amount \$12,858.00 was needed for the purchase, erection and repair of snow fences and \$2,578.00 for sanding icy spots, so that traffic in all divisions could go through.

These figures were given out by Robert A. Allen, state highway engineer, at headquarters today and reflect the severe winter as it affected the highways in all parts of the state.

Incidentally these figures indicate unusually severe conditions in Division No. One in the "banana belt" of the southern part of the state and show that the snow removal costs in the Las Vegas section were higher during the past season than for any previous winter since the department was established in 1917. Even so, this division showed the

least cost of all the divisions.

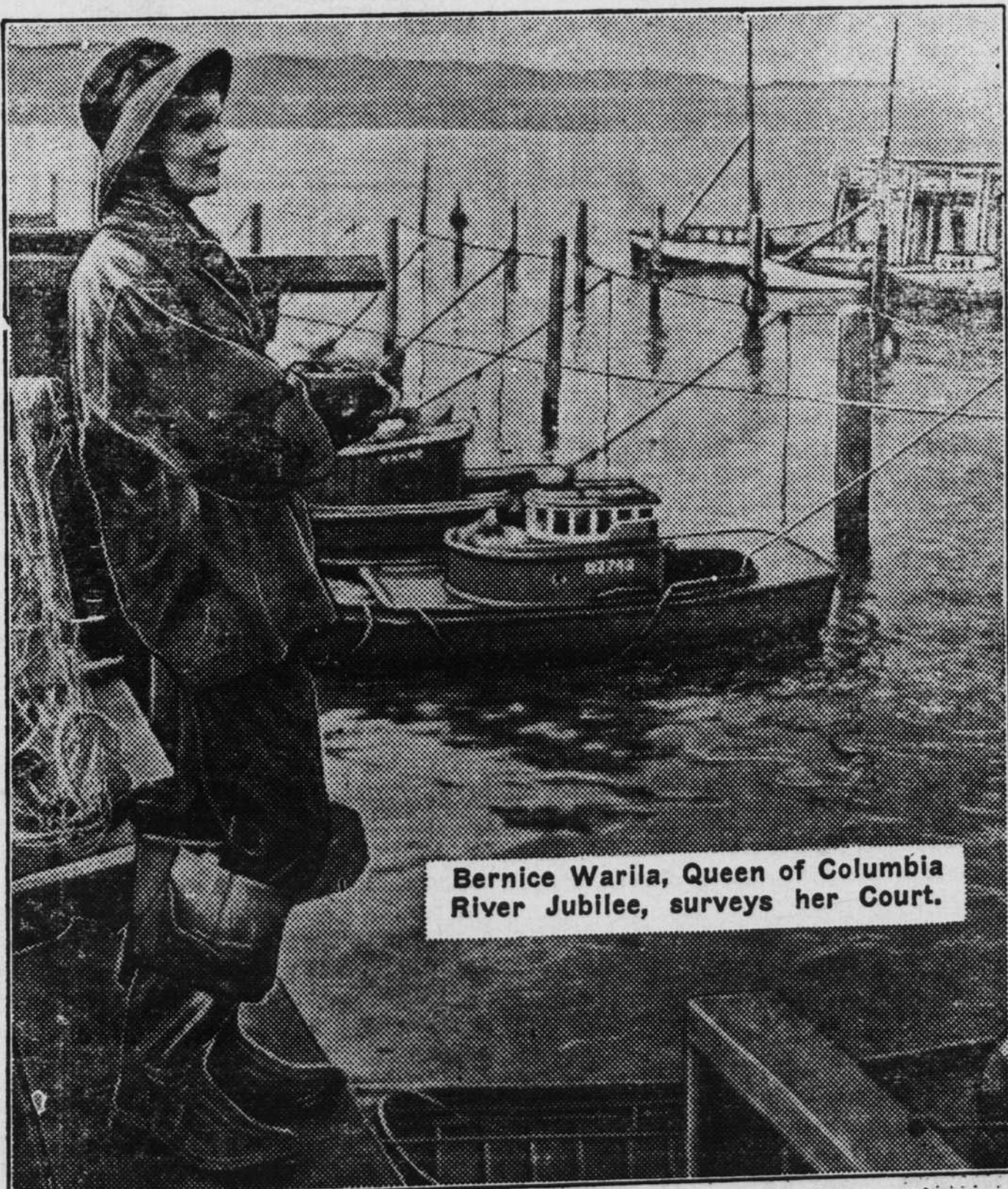
Division Number Two, with Reno as divisional headquarters, bore the brunt of the heavy cost to keep traffic moving through the storms while in Division Four, with East Ely as divisional point, the cost near the Reno figures.

Besides operating the snow removal equipment including the Snow Gobs, the rotaries and the plows, all of which were given regular workouts during January and February, other facilities were utilized by the department of highways to minimize winter travel hazards for those using the highways of the state. Snow fences, placed at strategic points, some distance back from the highway but in the path of the prevailing winds, were used effectively to control excessive snow drifting. Fences were in use in all divisions except in the Las Vegas area.

While reports to the department during the progress of the winter showed that heavy drifting occurred, necessitating the closing of some highways to travel in some parts of the state for varying periods, nevertheless the snow fences functioned as first line barriers against the heavy storms, according to department officials.

Cost to the department for the purchase, erection and repair of

Columbia River Honors King Chinook



Bernice Warila, Queen of Columbia River Jubilee, surveys her Court.

MORE than a thousand salmon fishing boats joined in a colorful waterfront Jubilee celebration at Astoria, Oregon, headwaters of the River, on the opening day of the salmon season this year, celebrating 73 years of commercial fishing on the River.

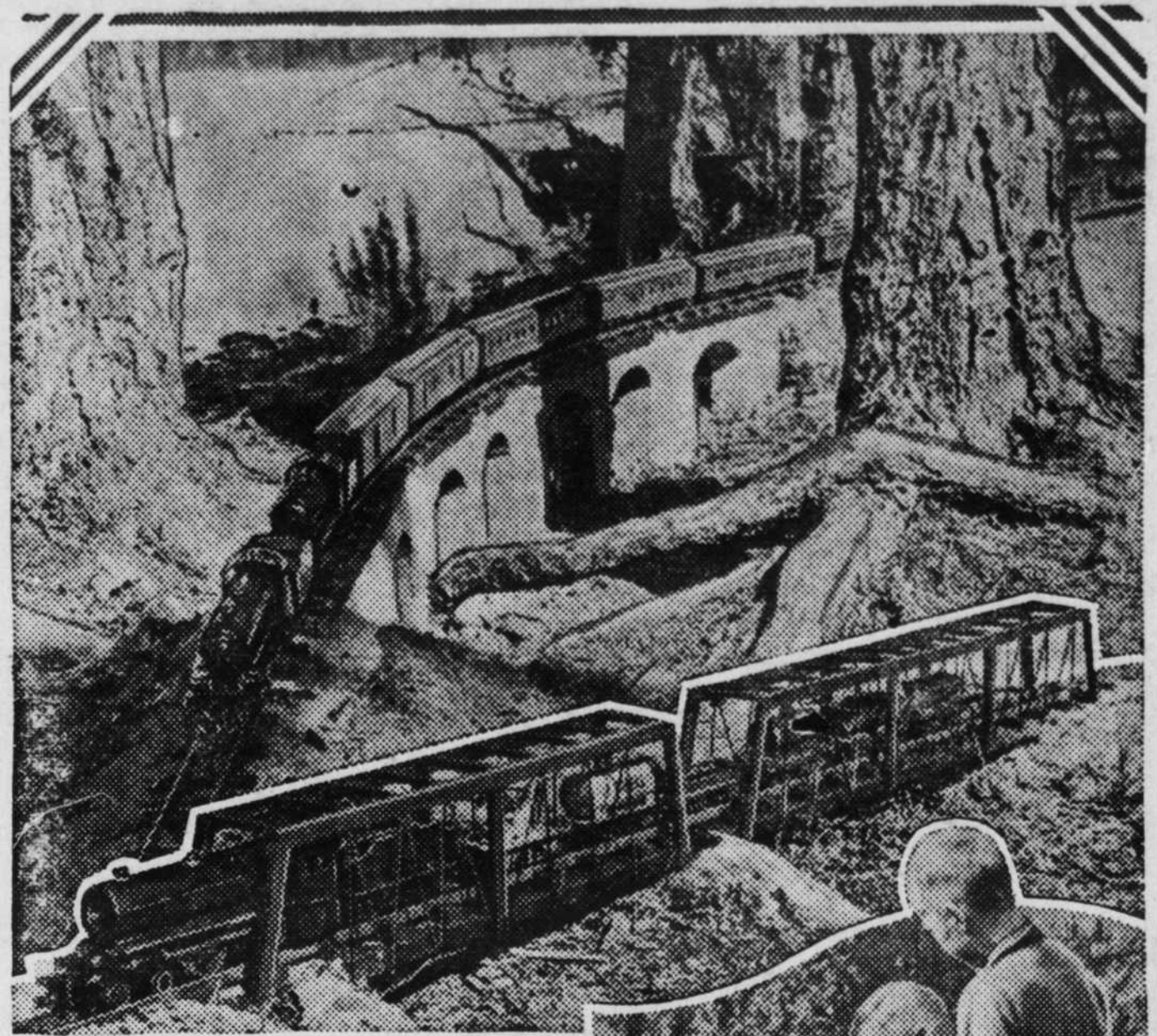
A parade and race of the fishing fleet featured the morning ceremony at which all Astoria turned out to honor its greatest industry. At high noon, the Columbia River's

thousands of fishermen laid their vast gillnets—each net 1500 feet long and made of linen twine—continuing fishing through the day and the night.

Queen of the Columbia River's Salmon Jubilee was Bernice Warila, blonde, gray-eyed, of Finnish extraction, granddaughter of a pioneer river fisherman.

The opening day of the salmon fishing season on the River this year netted a record catch of the highly-prized King Chinook.

PROFESSOR BUILDS RAILROAD



PROFESSOR William Rowan, Dean of the Department of Zoology, University of Alberta, is the designer and builder of one of the world's most unique railways. Complete in all respects with motive power, passenger and freight equipment and laid out as an exact model of the line of the Canadian National Railways through the foothills of the Rockies, the miniature railway occupies nearly all of the grounds around Prof. Rowan's summer home at Lake Edith, Jasper National Park, Alberta. The line is incorporated as The Lake Edith Railway Company and has a Board of Directors and a Management composed of the Professor's children and their friends. It is an absorbing point of interest with visitors to Jasper Park Lodge. The layout shows: (top) a train crossing a viaduct near Lake Edith; (center) a freight train crossing a bridge which spans a tree trunk and (bottom) Professor Rowan, with an interested friend making some repairs to the right-of-way.



these fences totalled \$12,858.00 for all divisions.

Another effective weapon in the winter's battle is shown in the item of \$2,578.00 for the use of sand in places where ice had formed on the highways making travel conditions hazardous. This cost included labor, materials and the use of equipment and covers this operation in all of the state's divisions.

This year's snow removal costs are higher than for any previous winter season. In the season of 1931-32 snow removal cost the state \$83,632.96, while the following season, 1932-33, which was only slightly less severe, the figures show an expenditure of \$83,497.61 for snow removal on the state's highways.

Cost figures for snow removal during the past winter are broken down into the following tabulation:

Division No. 1, Las Vegas—Snow removal, \$3,845.00; sanding icy spots \$42.00.

Division No. 2, Reno-Carson City — Snow removal, \$44,902.00; snow fences, \$2,942.00; sanding icy spots, \$1,100.00.

Division No. 3, Elko — Snow removal, \$28,632.00; snow fences, \$3,851.00; sanding icy spots, \$1,177.00.

Division No. 4, East Ely — Snow removal, \$39,220.00; snow fences, \$2,626.00; sanding icy spots, \$216.00.

Division No. 5, Tonopah — Snow removal, \$11,298.00; snow fences, \$3,439.00; sanding icy spots, \$43.00. Total costs, all divisions — Snow removal, \$127,897.00; snow fences, \$12,858.00; sanding icy spots, \$2,578.00.

Bell Telephone At Exposition

SAN FRANCISCO. — Up-to-the-minute progress in modern communications will be displayed in dramatic fashion at the 1939 Golden Gate International Exposition by the Bell Telephone system, it was announced here today.

Endorsement of the Exposition as a sound investment for business was given in a practical way when the Bell system took approximately 7,000 square feet in the northeast corner of the Electricity and Communications building for a comprehensive exhibit.

FAST COLORS

Another reason why romance lasted longer in the old days was that a bride looked much the same after washing her face.—Montreal Star.