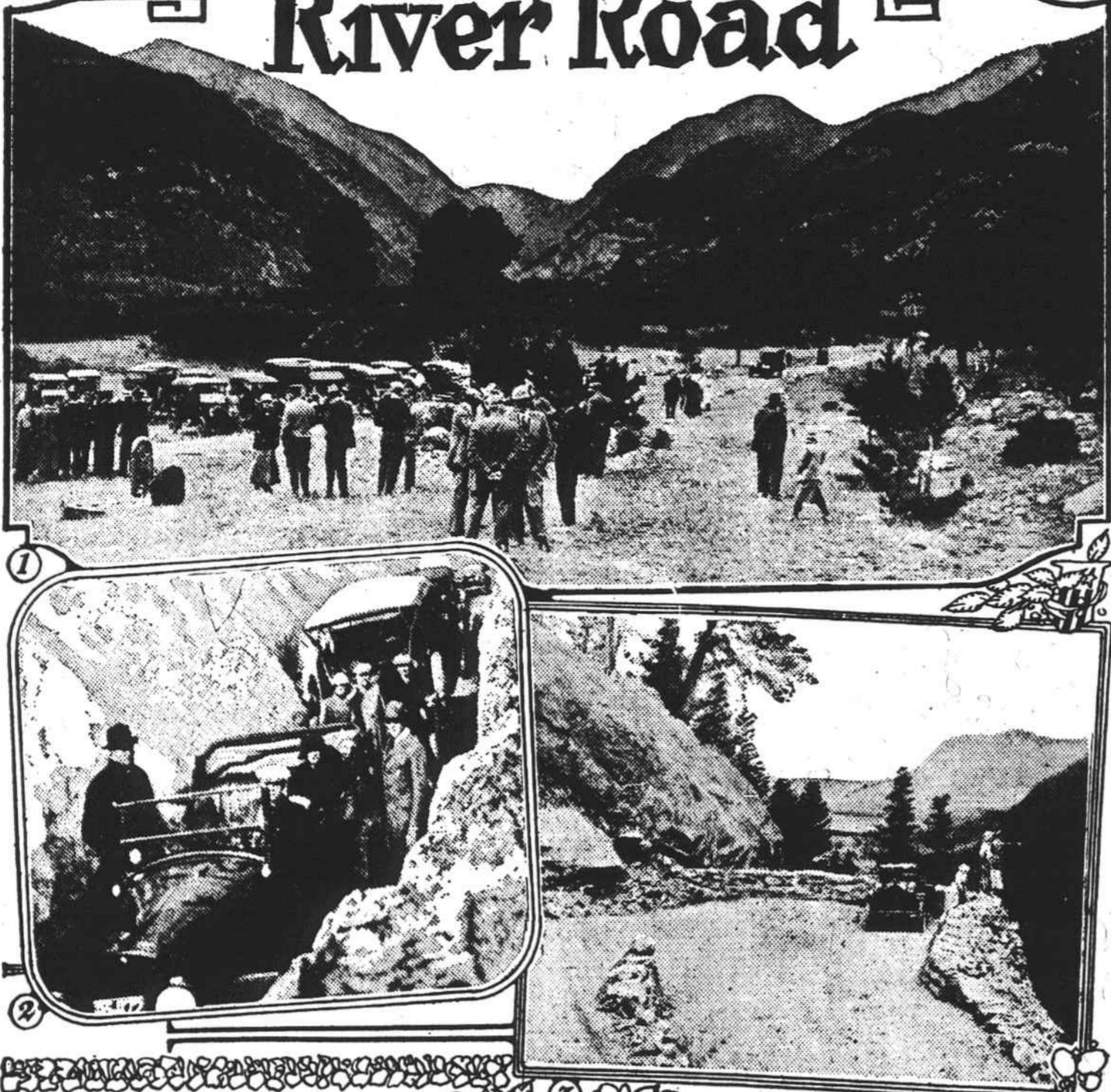


\$280,000 For Fall River Road



Congress to Widen Highway Over "Roof of the World" in Rocky Mountain

By JOHN DICKINSON SHERMAN

Two hundred and eighty thousand dollars will be appropriated at the next session of congress for the improvement in 1924 of the world-famous Fall River road over the "Roof of the World" in Rocky Mountain National park. Anyway, that is what is asserted by members of congress who crossed the Colorado Continental Divide on it this summer and at an elevation of 11,797 feet rode through 15-foot snowbanks and enjoyed the panoramic view of 100 miles. Presumably it was the scenery that inspired the appropriation program; certainly some of the congressmen declared that the vacation season of 1924 would find them there again. Nevertheless, Representative S. E. Winslow of Massachusetts apparently spoke by the card when he said at a dinner in Denver:

"I am a firm believer in national highways. I also believe in making them so safe that the nervous person can ride over them without a tremor. As to the Fall River road I say this: If the transportation buses should be widened six inches and the road should be left as it is, I'd never ride over the Fall River road again!"

Apparently the Massachusetts representative considers the Fall River road none too wide. He is right. While the road is safe to efficient drivers, it is only a one-way road, with turn-outs for cars that meet. And there are places where the passengers in the outside car can look pretty nearly straight down and see lots of scenery a thousand feet below.

The visitors therefore felt that the highway should be made a two-way road. The park people figured that \$280,000 would add six feet to its width and make it a two-way road. So that is why the Fall River road may get \$280,000—with a string tied to it—at the next session of congress.

The Rocky Mountain enthusiasts, however, are mostly from Missouri—congress will have to show them. The truth is that Rocky Mountain has had cents from congress while Yellowstone, Yosemite, Glacier and other national parks have had dollars. The why and wherefore is a mystery.

Private enterprise established the hotels and laid out the trails. Larimer and Grand counties constructed the few roads. A public spirited citizen built the eastern entrance. The Estes Park Woman's club gave the ground for an administration building. The state of Colorado built the Fall River road.

The official reports of the national park service show these interesting facts:

Rocky Mountain's attendance in 1922 was 219,164, with 52,112 private cars. That of the three other parks was:

Yellowstone, 98,223, with 18,253 cars; Yosemite, 100,506, with 19,583 cars; Glacier, 23,935, with 2,416 cars. Rocky Mountain therefore had only 3,500 fewer visitors than the other three parks combined and 11,860 more cars. Rocky Mountain, 1917-22, has had 1,122,042 visitors. Those of the three other parks total as follows: Yellowstone, 378,587; Yosemite, 387,294; Glacier, 112,549. Rocky Mountain has therefore had, 1917-22, no less than 243,612 more visitors than Yellowstone, Yosemite and Glacier combined.

Rocky Mountain's appropriation for the fiscal year of 1924 (calendar year 1923) is \$74,280. That of the three other parks is: Yellowstone, \$368,000; Yosemite, \$295,000; Glacier, \$225,000. Rocky Mountain, 1917-24, has had appropriations aggregating \$203,180. Those of the three other parks for the same period total as follows: Yellowstone, \$2,049,506.12; Yosemite, \$2,038,000; Glacier, \$1,178,113.21.

It is true that Yellowstone and Yosemite return considerable revenues to the United States treasury. Yellowstone's revenue in 1922 was \$165,014.13 and Yosemite's \$131,797.51, while Glacier's was \$6,082.71. Rocky Mountain's was but \$2,695.41. But the government policy is to make the national parks ultimately self-supporting as to administration, maintenance and protection, with appropriations for permanent improvements. Rocky Mountain produces no revenue to the government because the government has made practically no improvements. Fancy overlooking such a business opportunity as Rocky Mountain!

However, even the Doubting Thomases are less pessimistic than usual this time—since the congressional committee does not propose to give Rocky Mountain the \$280,000 outright, but plans to get the money all back from tourists using the road. The plan, as prepared by Senator Robinson and approved by Senator Warren and the other members, is that each car owner using the Fall River road be taxed one dollar for a season pass which allows him as many trips as he chooses and pays for all his passengers. These fees will go into a sinking fund to repay the government, which is to advance the money for "immediate use" in the spring of 1924.

This fee of one dollar applies only to Fall River road. Entrance to Rocky Mountain National park is free. There are three entrances for automobiles: East, Estes Park; south, Longs Peak; west, Grand Lake. The Fall River road runs east and west through the park, from Estes Park to Grand Lake. Owing to the typography it is the only east and west road that can be built and no north and south road is possible. The plan, therefore, in effect makes the only automobile highway through the park a government toll road.

Scenically the Fall River road is a wonder. Globe-trotters say it is unsurpassed in the whole world. For miles it is 500 feet above timberline—often it is above the clouds.

The senators and representatives who hold out hopes for the \$280,000 appropriations are members of a congressional committee that started from Brooklyn April 27 and wound up in Rocky Mountain. They visited Porto Rico, the Canal Zone and Alaska; Mount Rainier, Glacier and Yellowstone National parks. They disbanded in Denver. The members of the committee all have more or less to do with appropriation are members of a con- and their trip was in pursuit of first-hand information concerning places where money is to be spent. Senator Francis E. Warren of Wyoming, for instance, is chairman of the senate appropriations committee.

The congressional visitors, wittingly or unwittingly, followed an ancient precedent and reserved the best to the last—at least that is what they said while on the "Roof of the World." Anyway, they had experiences out of the ordinary in their automobile trip from Loveland to Denver, some 150 miles. The varying elevations suggest its possibilities: Loveland, 5,500; Estes Park, 7,500; Roof of the World, 11,797; Milner pass, 10,760; Colorado river, 9,040; Grand Lake, 8,375; Berthoud pass, 11,330; thence through the Denver mountain parks to Denver, 5,000.

They started from Estes Park in the bright warm sunshine of a summer day over the Fall River road, which follows the old Ute trail up over the Continental Divide, as shown in photograph No. 1. They saw entrancing views from the hairpin turns of the switchbacks, as they climbed up along the Fall river churning through its rocky gorge (No. 3). On the Roof of the World they followed the path of a tractor through a great drift—here the road engineers bobbled; they should have carried the road a hundred feet higher so that the winds would keep it clear. Ten days later the visitors would have found the entire roof adorned with untold millions of Alpine flowers. A picture (No. 2) shows the party in the cut through the drift, Park Superintendent Roger W. Toll of the national parks service standing at the right and President Roe Emery of the Rocky Mountain Parks Transportation company at the wheel of the first car.

The visitors, in fact, kept the camera men busy and have many interesting photographic souvenirs. One, for example, shows Senator Warren, Senator J. T. Robinson of Arkansas and Representative E. T. Taylor of Colorado—in overcoats and gloves. Another shows Representative Winslow, Representative C. L. Underhill of Massachusetts and Representative Harry Wurzbach of Texas—also in overcoats and equally glad of it. A third photograph shows Representative C. L. Abernethy of North Carolina, Mrs. Abernethy, Mrs. Robinson and Mrs. Wurzbach—the ladies in furs and quite pleased over the fact.

MAY BLOSSOM

The May blossom is the subject of some curious superstitions. Both the black and white thorn are said to be descended from the thorn of India, which, being sprung from lightning, is not only immune from danger in a thunderstorm, but possesses many magical gifts, a recent writer tells us. The leaves from it are believed by many people to be a cure for all cases of inflammation, while a bough

of blossoms hung at the door is safeguard against witches, but the blossom should not be taken into the house lest it bring disease with it. Many old countrymen will not cut down a hawthorn bush. They do not know why, though actually they are perpetuating an old belief that the bush is sacred, because from it the crown of thorns was made.

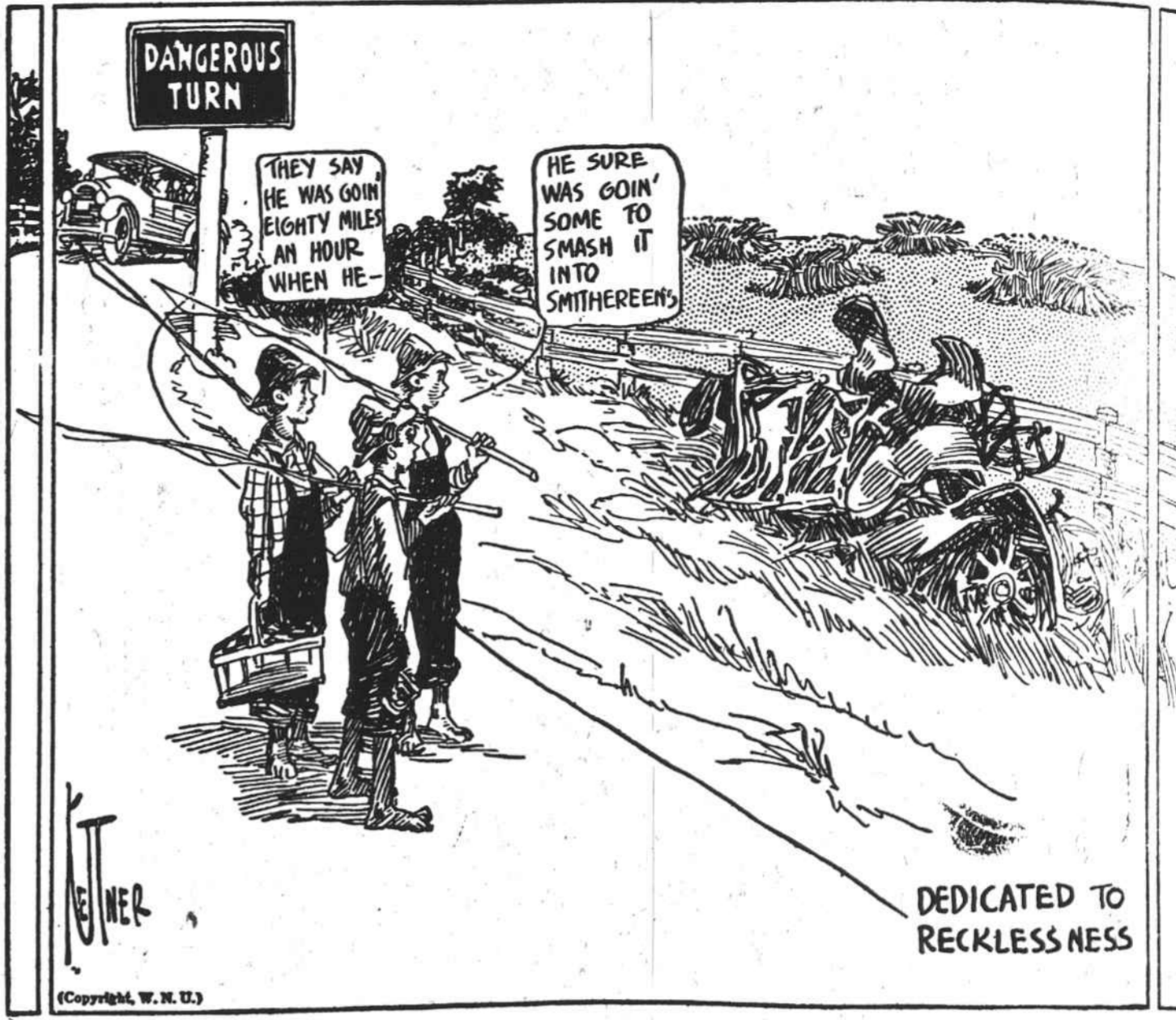
Dwellers on Vesuvius. There are nearly 100,000 inhabitants on the slopes and skirts of Vesuvius.

Basis of Chewing Gum. Chicle, the crude gum used as the base in the manufacture of chewing gum, is derived from the sapodilla trees which grow in the mahogany forests. The best quality of chicle is produced in the states of Yucatan and Campeche in Mexico, in Guatemala and in some parts of British Honduras.

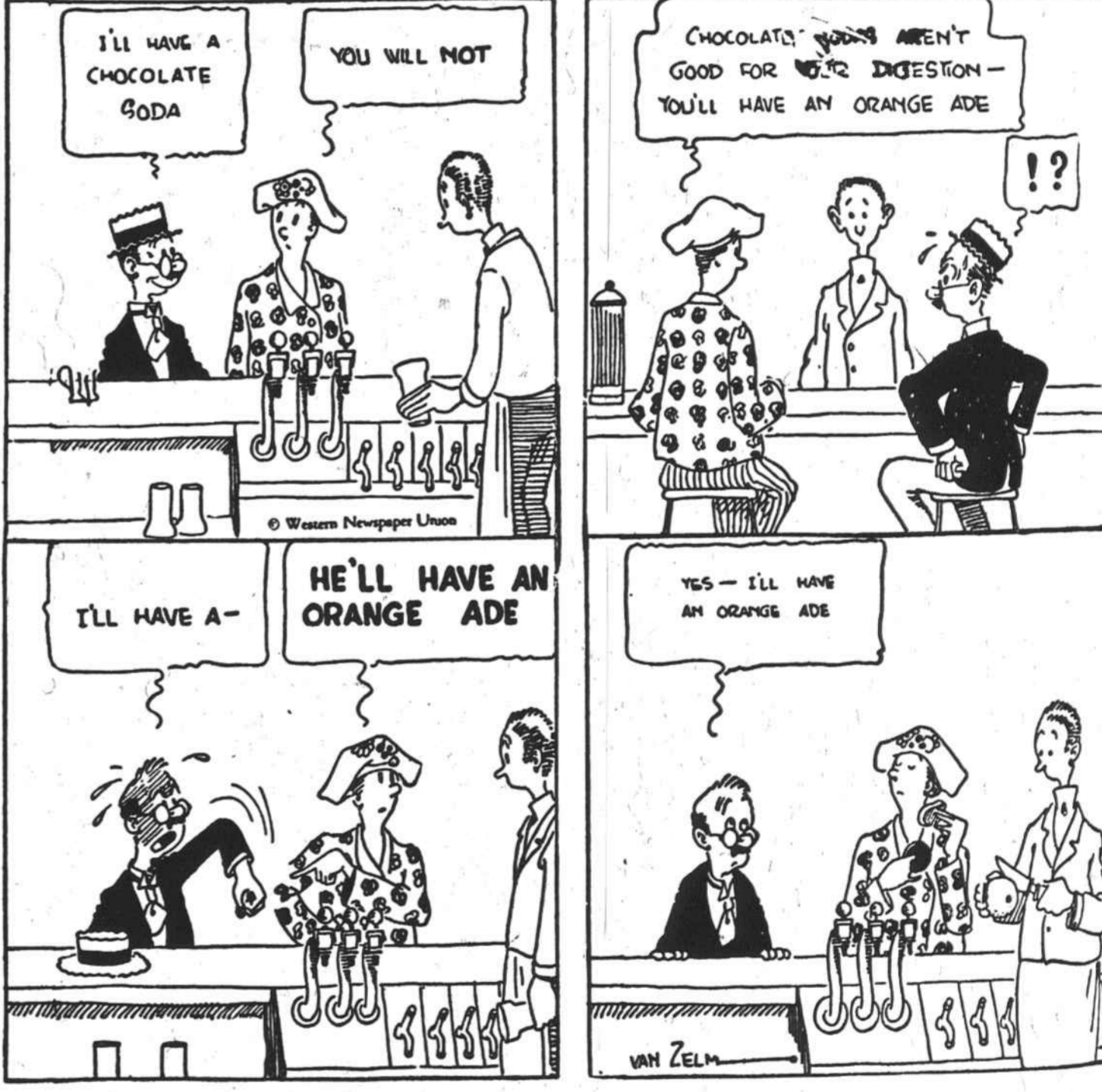
Canadian Labor Roll. The Canadian Federation of Labor has a membership of 22,000.

OUR COMIC SECTION

Along the Concrete



Why Don't You Sneak in Alone, Felix



Maybe Einstein Could Understand This

