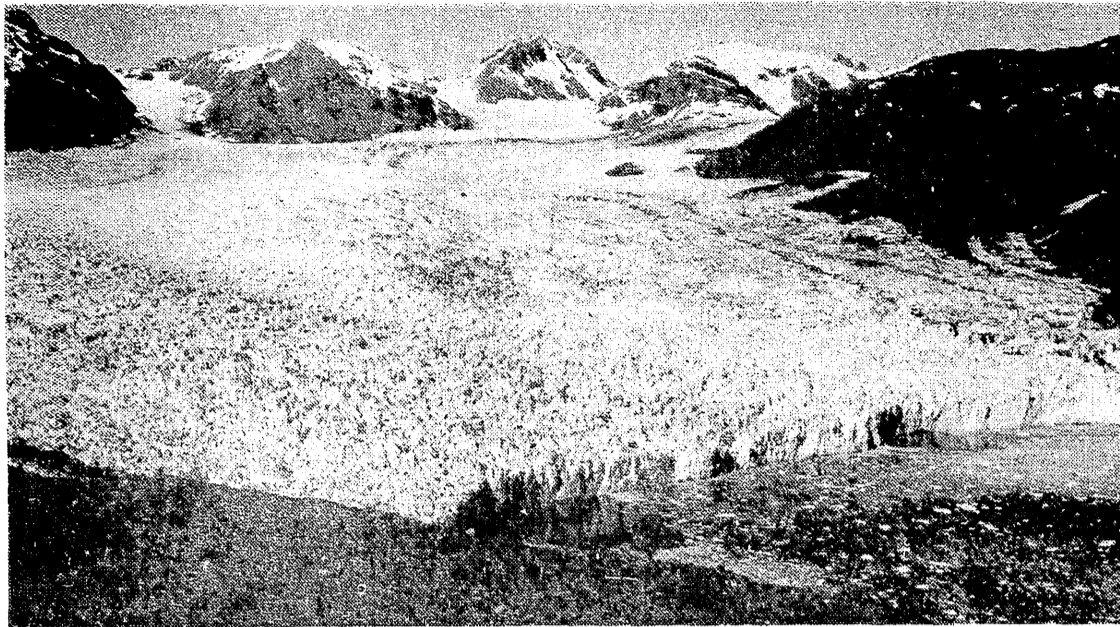


# National-park status urged for Alaska areas



Muir Glacier is one of 16 glaciers that reach tidewater in Glacier Bay National Monument northwest of Juneau. A tour boat from Bartlett Cove, the monument's visitor center, travels daily to Muir Inlet, one of many in the spectacular bay.

**By JACK HAUPTLI**  
Katmai and Glacier Bay National Monuments in Alaska should be national parks. So say preliminary master-plan drafts for both national monuments. The drafts were issued by the National Park Service's Pacific Northwest regional headquarters here.

The Katmai plan says: "To enhance its prestige, protect its environment, and place it in proper perspective with other outstanding natural areas, first priority must be given to establishing this national monument as a national park."

The Glacier Bay plan is even more emphatic: "Glacier Bay National Monument must become Glacier Bay National Park. Only when the controls afforded by park status are employed can the environment be effectively managed, used and protected."

Katmai, at the base of the Alaska Peninsula, sprawls over 2,792,137 acres, or 4,363 square miles.

President Wilson set aside 1,700 square miles in 1918 as Katmai National Monument to include the site of the June, 1912, eruption of Novarupta Volcano and the consequent collapse of the top of Mount Katmai six miles away. In 60 hours more than 7 cubic miles of volcanic material were hurled into the sky, one of the greatest eruptions in human history.

**HOT GASES**, mostly steam from buried streams and springs, rose from fissures in 40 square miles of valley floor where ash fell to depths of 700 feet. A National Geographic Society expedition found the steaming valley in 1916 and named it "Valley of Ten Thousand Smokes." About all the fumaroles now are extinct.

President Hoover added 2,500 square miles to the monument in 1931. President Roosevelt in 1942 extended

the boundary to include offshore islands. On his last day in office President Johnson added 94,547 acres to include remaining portions of Naknek Lake.

The only developments in the monument now are fishing camps operated by concessioners at Brook Camp and Grosvenor Camp.

The preliminary plan recommends upgrading Brooks Camp, with facilities for no more than 100 visitors, and providing an access road to Naknek Lake from King Salmon, 7½ miles from the boundary of the monument. This, plus tour boats and float planes and development of overnight accommodations on the Naknek Peninsula, would be expected to take care of visitor demands through 1990.

The plan sees peak visitation by the year 2000 after completion of highways to the Alaska Peninsula, a paved highway to the "lower 48 states" and an improved ferry system.

**USE OF THE** monument may have to be limited, through a quota registration system, before the turn of the century, the plan says. "At present," it says, "time itself appears to be the benefactor, allowing for adequate study and judicious planning for determining public use, development, capabilities, limitations, and for the perpetual preservation of the ecology of the monument."

Other details of the proposed plan: There will be no roads other than the access road and the present primitive road from Brooks Camp to the Valley of Ten Thousand Smokes. A shuttle bus will operate on the access road.

Canoe and hiking trails will be marked and bear-proof shelters provided. The seacoast area will remain wilderness except for a few enclaves for visitor protection and comfort.

**ON THE MONUMENT'S** 2,792,137 acres, 2,553,109 acres are proposed to be designated as wilderness. Naknek Lake, Lake Grosvenor and Lake Brooks would not be so designated, and would remain open to powerboats and aircraft; all other lakes would be closed.

Glacier Bay National Monument was established in 1925 by proclamation of President Coolidge. It covers 2,803,840 acres of land, water and ice northwest of Juneau. Glacier Bay with its many arms bisects the monument. Virtually all the land area is wild, spectacular country of great glaciers and rugged mountains as high as 15,320-foot Mount Fairweather.

Glacier Bay was entirely buried under an ice sheet about 1750. The bay was only a minor inlet when Vancouver passed by in 1794. The ice, as thick as 4,000 feet, extended 100 miles north to the St. Elias Range.

**NOWHERE ELSE** has such a great ice sheet been known to have receded so quickly, though glaciers on the west side of the bay have been stabilized since about 1929.

Glacier Bay now has 16 active glaciers reaching tidewater and dumping chunks of ice into the fjords.

Most visitors see Glacier Bay from cruise ships during the summer. Many others fly by air to Gustavus, then take a bus the 11 miles to Bartlett Cove, the visitor center. A tour boat operates to Muir Inlet from Bartlett Cove, a nine-hour round trip. The master-plan draft calls for upgrading and expanding visitor facilities at Bartlett Cove because of increasing number of visitors.

**THE DRAFT ALSO** calls for expanded tourboat service, weatherproof backcountry shelters accessible by boat or plane, construction of several trails and expansion

of this Glacier Bay Lodge from 20 to 55 rooms.

Private visitor facilities in the Gustavus area, outside the monument's boundary, would be encouraged.

Of the monument's 2,803,840 acres, 2,206,000 acres are proposed as wilderness, comprising virtually all the land area of the monument. Before the area can be classified as wilderness, however, Congress must erase a 1936 law permitting prospecting in the monument.

The master-plan draft envisages no further roads in the monument; its waterways will be its roadways of access.

Phasing out of prospecting and mining activity is another objective.

**PUBLIC HEARINGS** will be held in Alaska in November both on the preliminary master plans and on proposed wilderness classification for Katmai and Glacier Bay National Monuments. Master-plan hearings will be November 17 at Anchorage and November 19 at Juneau. Wilderness hearings will be November 18 at Anchorage and November 20 at Juneau.

A hearing on the Katmai master plan also will be scheduled in Naknek.

John A. Rutter, regional director of the Park Service, emphasized that the plans are preliminary and subject to change after getting reaction from the public.

Written comments on the plans will be accepted until 30 days after the hearings. They should be sent to the hearing officer in care of the general superintendent, Alaska Group, National Park Service, Federal Building, 605 W. Fourth St., Anchorage, Alaska 99510.

Further information is available from the Park Service's regional headquarters in the Fourth & Pike Building.



These trees at Dakavak Lake were killed in the June, 1912, eruption of Novarupta Volcano in what now is Mount Katmai National Monument at the base of the Alaska Peninsula. The eruption was one of the greatest in human history.

## Bowling for handicapped begins

Recreation bowling and instruction for mentally retarded persons 12 and older began today and continues through May, the King County Park Department announced.

Bowling will be offered

from 2 to 4 p. m. Mondays at the Olympic Bowl, 15051 Des Moines Way; from 2:15 to 4 p. m. Tuesdays at the Sun Villa Lanes, 3080 148th Ave. S. E., Bellevue; from 2 to 4 p. m. Wednesdays at Totem

Bowl, 13033 N. 78th Pl. Kirkland; from 12:30 to 3 p. m. Thursdays at Kent Bowl, 1234 N. Central Ave., Kent, and from 2:30 to 4 p. m. at Ballinger Bowl, 20202 Ballinger Rd. N. E.

## TROUBLED?

Call the  
**CRISIS CLINIC**  
EAst 5-5550

## 2 women killed in crash are identified

Two women who died Saturday in a one-car crash west of Cle Elum have been identified as Mrs. Kathryn M. Reinhard, 52, Bellevue, and her daughter, Joan Reinhard, 22.

They were killed when their car plunged 50 feet down an embankment onto Burlington Northern tracks and burst into flames.

Identification of the women was not made until yesterday. They lived at 2210 104th Place S. E.

A man who was killed late Saturday in a two-car collision in the Woodinville-Duvall Road about four miles east of Woodinville was identified as Daniel P. Acres, 44, of 1826 Boren Ave. Five other persons were injured in the accident, which occurred when a car occupied by Acres backed out of a driveway at 18680 Woodinville-Duvall Road.

The injured included another passenger in the backing car, Mrs. Eunice Grubbe, 64, of 18340 Sixth Ave. N. W., who was in critical condition today at Overlake Hospital.

Also injured was the driver of the backing car, Daniel Muholland, 38, of 1023 Stewart St. He was in serious condition at the hospital today.

Another Saturday victim was Douglas Alan Abrams, 45, of 12010 44th Ave. S., whose car hit an abutment on the Houser Way Bridge near the Renton City Hall at 8:05 p. m.

Mary A. Pineta, 28, Moxee City, Yakima County, died yesterday afternoon about 13 miles west of Toppenish, Yakima County, when the car she was in blew a tire and went off the road.

An Oliver, British Columbia, woman, Barbara Schopf, 40, was killed about 2 a. m. yesterday when the car she was in skidded into another vehicle after swerving to avoid a deer in Highway 97 two miles north of Oroville, Okanogan County.

David C. Warman, 22, Troy, Mont., died when his vehicle struck an overpass support on Interstate 90 in Moses Lake about 7:15 a. m. yesterday.

Debra C. Emery, 18, Spokane, died Saturday of injuries she suffered September 24 in a three-car collision in Interstate 90 west of Cle Elum. She was a passenger in one of the cars.

## Blast victim taken to Seattle hospital

Another of the victims of the explosion in a Port Angeles hotel and restaurant Thursday night was flown to Seattle over the weekend for treatment of injuries.

Gene Martin, 59, of Port Angeles, was reported today in serious condition at Virginia Mason Hospital with head and spine injuries, broken ribs, and a collapsed lung.

Martin was transferred from Olympic Memorial Hospital in Port Angeles about 10 p. m. Saturday by a Coast Guard helicopter.

Another of the victims, Peter Blanchard, 29, of Port Angeles, was in satisfactory condition today at the University Hospital with a skull fracture and cuts. He was brought here Friday.

George L. Runey, 21, a Coast Guard enlisted man, also was flown here Friday for treatment of a neck injury.

In all, 38 persons were injured in the explosion.

## Walkathon to boost medical aid

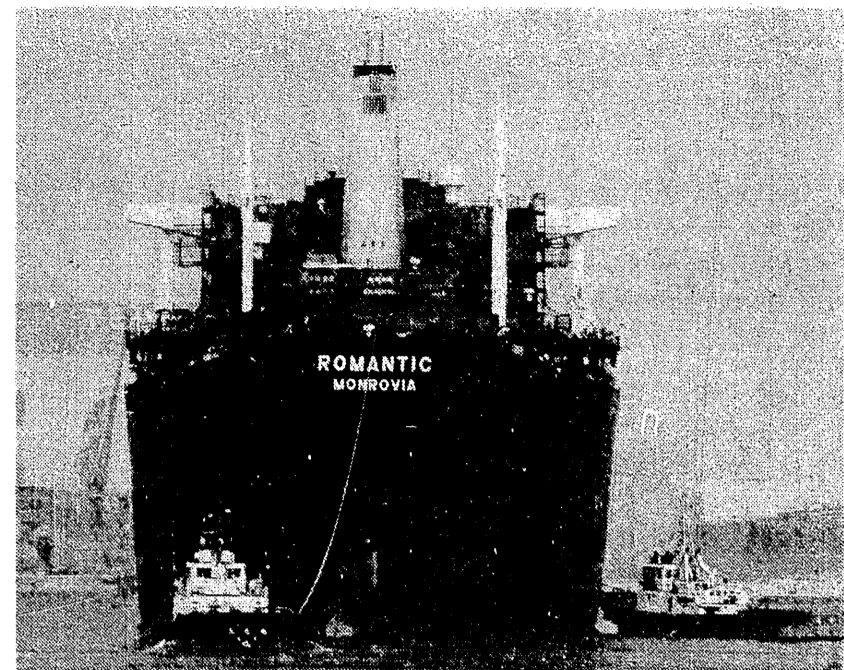
Project Concern, an international medical relief program, will sponsor a Walk for Mankind to raise money for medical facilities Sunday from 6 a. m. to 8 p. m. between Seattle University and Seward Park.

Those eligible to participate are students, parents and pets. Competition during the walk is being set up between S. U. student groups, schools and church groups.

The amount of the pledge is commensurate with the number of miles completed. Proceeds will help the Neighbors in Need and medical facilities in Appalachia, New Mexico, Texas, Hong Kong and Vietnam.

# Maritime

Glen Carter, Editor



## Big cargo carrier

This new Japanese-built cargo carrier, nearly 1,000 feet long, dwarfed two tugs maneuvering her at Nippon Kogan's Tsu Shipyard. She's the Romantic, a 150,000-ton ore-bulk-oil carrier, the second one built by NKT for Moonstone Shipping Co. of Liberia. Features include a double hull and a speed of 16.2 knots.

## West Coast dock talks deadlocked—mediator

United Press International and Associated Press

**SAN FRANCISCO**—Negotiations in the 96-day-old West Coast dock strike are deadlocked, the government's chief mediator said today, and no early settlement is likely.

He said he expected President Nixon to invoke the Taft-Hartley law to order 15,000 longshoremen back to work for 80 days.

J. Curtis Counts, head of the United States Mediation and Conciliation Service, told a news conference shipper and longshoremen's negotiators had reached an "impasse."

Counts, who had been sitting in on the negotiations for several weeks at Mr. Nixon's request, said he thought the negotiators had "made genuine efforts" to reach a settlement by the President's deadline of last weekend.

But he said they "unfortunately had been unable to accommodate on the key issues."

The strike which began July 1 had idled 15,000 longshoremen, tied up some 208 ships and their crews and cost the economy of California alone an estimated \$1.5 billion.

At issue is a dispute over off-dock handling of containers and I. L. W. U.'s demands for guaranteed pay for 40 hours a week plus a \$1.60 hourly raise over the present base pay of \$4.29 an hour.

The East Coast strike involves 45,000 members of the A. F. L.-C. I. O. International Longshoremen's Association who work in ports from Maine to Texas.

The I. L. A. struck over the New York Shipping Association's refusal to extend a contract provision for a guaranteed annual income of 2,080 hours of pay a year for eligible longshoremen. Locals elsewhere walked out in support of the union's refusal to work without a contract extension in New York.

## Puget Sound shipping

**By THE MARINE EXCHANGE of the Seattle Chamber of Commerce**

**ARRIVED OCTOBER 3**  
Vessel—From—Time—Berth—Agent—  
GALVESTON—Alaska, 8:00 p. m., Todd's, Sea-Land.  
TRANSOLORADO—For East via Pearl Harbor, p. m., Pier 91, M. S. C.

**DUE OCTOBER 4**  
Vessel—From—Time—Berth—Agent—  
INDIA NMAIL—Columbia River, p. m., Everett, American Mail.

**DUE OCTOBER 5**  
BLUEBIRD (Japanese ms)—Hawaii, p. m., Elliott Bay, International, October, Sec. A. P. JANJLI (Indian ms)—Tacoma, p. m., Pier 91, M. S. C.  
PETRARCA—Alaska, p. m., Pier 91, M. S. C.

**DUE OCTOBER 6**  
WESTERN PIONEER—Alaska, 9:00 a. m., Bellingham, Pioneer Alaska, Sec. A.  
EASTERN LAKE (British ms)—Port Angeles, International, October, Sec. A. P. JANJLI (Indian ms)—Tacoma, p. m., Pier 91, M. S. C.

**DUE OCTOBER 7**  
HOKU MARU (Japanese ms)—Pier 37, Cascade Shipping, October, Sec. A.  
HOUGH MUSKATER—Everett, Weyerhaeuser, Freighters, October, Sec. A.  
JAPAN ERICA (Japanese ms)—Tacoma Anchor, General S. S., October, Sec. A.

**DUE OCTOBER 8**  
KUWAIT HORIZON (Kuwait ms)—Elliott Bay, Olympic S. S., October, Sec. A.  
KYOKKO MARU (Japanese ms)—Elliott Bay, Cascade Shipping, October, Sec. A.

**DUE OCTOBER 9**  
MONTIGNY (Liberian ms)—Elliott Bay, International, October, Sec. A.  
ORIENTAL SKY (Liberian ms)—Olympic, Cascade Shipping, October, Sec. A.

**DUE OCTOBER 10**  
OVANES TUMANYAN (Russian ms)—Pier 5, Pacific International, October, Sec. A.  
PERSEUS—Pier 91, M. S. C., October 5, Alaska.  
SEYU MARU (Japanese ms)—Tacoma Anchor, Weyerhaeuser, October, Japan.

**DUE OCTOBER 11**  
SHOBU MARU (Japanese ms)—Port Angeles, General S. S., October, Sec. A.  
STAR OF PINWOOD (British ms)—Bellingham, Freighters, October, Sec. A.  
VENTURA—Lockheed, International, October, Sec. A.

**DUE OCTOBER 12**  
WICKESHAM (mv)—Todd's, Alaska Ferries, October 26, Alaska.  
ZENLIN GLORY (Liberian ms)—Port Angeles, Cascade Shipping, October, Sec. A.

**DUE OCTOBER 13**  
IDLE OR REPAIRING Berth—  
DON JOSE FIGUERAS (Philippine ms)—Alto S. S., Todd's.  
LIAMMO—Alaska S. S., Pier 39.  
POLAR PIONEER—Alaska S. S., Houston Bay-Up.  
PRESIDENT VAN BUREN—American Mail, Todd's.

**DUE OCTOBER 14**  
Vessel—Berth—Agent—To Sail—For—  
AN YOUNG—Anacortes, Bakke S. S., October, Sec. A.  
GALVESTON—Todd's, Sea-Land, October, Sec. A.  
HYKOH—Seattle, Kerr S. S., October, Sec. A.  
TRANSOLORADO—Pier 91, M. S. C., October 4, East Coast.

## Bureau of Indian Affairs

**NORTH STAR III**—Completed discharge of Navy Mission Alaska, a c. m., October 3, and departed for Diodede, Alaska.

## Trudeau urged to protest N-test

**VANCOUVER, B. C.**—(AP)—The Greenpeace protest mission, battling high winds and heavy seas, called on Prime Minister Trudeau yesterday to "Take the first plane to Washington" and make a personal protest against the planned Amchitka nuclear-bomb test.

The message from the Greenpeace halibut boat, Phyllis Cormack, said: "If the Greenpeace can make this trip, Trudeau can make that one." "If we can go through this trip, Trudeau can certainly go through that one."

The Greenpeace vessel left Akutan, about 600 miles west of Amchitka, Saturday for Sandy Point, 200 miles to the east, where refueling was planned. The mission originally had planned to go to

Atka, but was directed to Sandy Point by United States Customs and Immigration.

The protesters said yesterday they were looking for a sheltered cove in which to ride out a storm.

A crew member, Ben Metcalfe, said Aleut natives at Akutan had expressed doubts over the Phyllis Cormack's ability to endure the area's storms, but he said the mission is confident of the boat's seaworthiness.

No firm date has been set for the Amchitka blast, but it is expected to take place later this month. The Phyllis Cormack plans to cruise three miles off the shore of Amchitka in the hope that the presence of the Canadians will keep the Americans from detonating the test bomb.

## 52 fishing vessels bring \$317,600 at auction

**LADNER, B. C.**—(AP)—A federal government auction of 52 commercial salmon-fishing vessels brought in \$317,600 Saturday. The boats were the first to be sold of a group of more than 300 withdrawn from commercial use by the Department of Fisheries in an attempt to decrease the British Columbia salmon-fishing fleet. None of those sold will be permitted to engage in commercial fishing again in B. C. waters.

The government bought the boats from their owners for \$714,124 from a fund created by an increase in commercial fishing-license fees. Proceeds of the auction will go back into the fund.

Fisheries Minister Jack Davis, who attended the sale in this small Fraser Delta community about 10 miles south of Vancouver, said he was delighted at the good prices received for most of the boats.

Highest price received was \$24,500 for the modern 45-foot troller, Cymry, built in 1965, while the Roset, another 48-foot troller, brought \$21,000. The smallest price paid was \$500 for the small gillnetter Neibro 8, which has no engine.

Biggest bargain of the day was the 78-foot seiner Pacific Sunrise, appraised at \$71,000 and knocked down for \$15,000. The buyer was a Vancouver man who said he didn't know what he was going to do with it, but he couldn't resist the price.

The auction attracted thousands of onlookers, and buyers from as far away as Texas. Six trollers went to American buyers and six gillnetters were sold to the Fiji Islanders.

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## Coast Guard:

**STATEN ISLAND—Pier 91.**  
**NORTHWIND—Pier 91.**  
**WINONA—Port Angeles.**  
**WACHUCETT—At Lockheed Shipyard KLANATH—Enroute Seattle from Ocean Station Victor.**  
**FIR—Buoy-checking duty on Puget Sound.**  
**COLUMBIA LIGHTSHIP—On Station.**  
**RELIEF LIGHTSHIP—At Umatilla Reef.**