



Ground crew appreciates the services of helicopter as they construct power lines to serve the Agness area. Collins Electric of Salem are the contractors, and are building the line for Coos-Curry Electric, thru some of the roughest terrain in the state. Power in Agness is expected very shortly.

## Oregon Coast Changes Not All Erosion

University of Oregon, Eugene—Changes on the Oregon coast are not all caused by erosion.

Dr. Samuel N. Dicken, head of the Geography Department in the University of Oregon, said one of the major changes on the Oregon coastline is the result of a "growing beach."

At the first National Shallow Water Research Conference, held in Los Angeles, Dicken described the growth of the Clatsop Beach, which is of increasing concern to the Seaside community.

Seaside, at the south end of Clatsop, is disturbed by the encroaching sand, which has been in a slow growth phase for many decades.

This growth, said Dicken, has been accelerated by the construction of the South Jetty on the Columbia River.

In the paper presented at the conference, Dr. Dicken described "Recent Changes of Three Oregon Beaches." Of the three — Clatsop, Bay

Ocean, and Houstenader — two may have been affected by changes wrought by man, Dicken told the conference.

The growing beach at Clatsop and the eroding beach at Bay Ocean, Dicken believes, have been directly affected by the jetties built by man.

There is strong circumstantial evidence, he stated, that the North Jetty on Tillamook Bay is responsible for the erosion that in the past 20 years has completely changed the shoreline and has wiped out a resort community.

A point of interest regarding Bay Ocean, claims Dicken, is that it had been a stable beach. Pictures taken in 1910 show a well-established growth of trees and vegetation.

The jetty was constructed in 1917. Within a few years the erosion process had started and the beach banks that were covered with growth in 1910 had been fairly well worn away, as shown in pictures taken in 1940.

Since that time erosion has taken the beach back more than 1,000 feet.

In 1952, the seas broke through a mile-long front into Tillamook Bay.

Following this the dike was constructed in an effort to protect both the oyster beds and the navigation in the Bay. This has, apparently, impeded the erosive process.

Houstenader Beach in Curry County just south of Pistol River has been changed by a land slide, reports Dicken.

Evidence, said Dicken, indicates land slides in the area in years past. In 1953, however, a massive slide bulldozed a large landmass.

The earth was uplifted in front to form a tank and the beach itself was lifted and time will wear this mass down again, said Dicken.

This landslide area in Curry county has become of great concern to the Highway Department, according to Dicken. A section of the rerouted Highway 101 goes through the area.

The conference at which Dicken spoke was sponsored by the National Science Foundation and the Office of National Research. It was one of three held in October — at Chesapeake Bay Institute, Johns Hopkins University, at the Oceanographic Institute at Florida State University, and at Allan Hancock Foundation at the University of Southern California.

## What Wood Is Best For -- And Why!

What type of windows are best for a home?

What advantages, properties and appearance factors should be considered in choosing cabinet work and built-ins.

How should doors be selected for a home?

Why is wood the best material for kitchen cabinets?

These and many more important questions repeatedly asked by home buyers and remodelers are answered in four colorful folders recently published by the National Lumber Manufacturers Association.

The four new folders, "Why Wood Is Best For: Windows, Doors, Cabinet Work and Built-Ins, and Kitchen Cabinets" make up the second group in a complete series of informational pamphlets developed by the lumber association, and written and illustrated so that the average consumer can easily understand the points made. Other folders in the series have covered such subjects as flooring, siding, paneling and framing and sheathing.

A free copy of each of these helpful homeowner's guides may be obtained by sending a card to the National Lumber Manufacturers Association, 1619 Massachusetts Avenue, N. W., Washington 6, D. C.

Meet Once a Month With Your PTA.

PORT ORFORD NEWS  
Thursday, December 21, 1961

## Local Golfers Enjoy "Fun" Tournament

By Alma Deets

The Bandon Golf and Country Club held their monthly social meeting Saturday evening, with the members and their wives present.

A Calcutta-type "fun" tournament was to be held on the next day and the teams were chosen by having the wives pick the names out of a hat. There were three men on a team, with eight teams in all.

The teams were "sold" to the highest bidder, this money to be given back to the winning team. Tee-off time was 9 o'clock Sunday morning.

The winning team consisted of Arnel Phillips, Chas. Storm and Bill Grover. They each received \$13.00 in merchandise. Winning second place, with \$6.00 worth of merchandise, Ron Larson, Don Houston and Dick Barlow. Third place winners were Mike Carver, John Goodwin and Pete Goodbrod. Each received \$4.00 worth of merchandise in prizes.

## Pretty Bathroom Magic



A new ensemble of accessories gives a lift to the bathroom that needs brightening. Complete in every detail the set even includes a special patented seat cover called a "Cozy Cover".

Created by Novel Ideas, Inc., and made of soft, luxurious Acrilan, acrylic fiber, the accessories not only add a pretty finishing touch to a bathroom scheme but are practical as well. The Acrilan pile fabric is hard wearing, stain resisting and washable. All the items, lid cover, "Cozy Cover" seat, tank top cover, waste basket, contour rug and rectangular floor rug can be whisked off for easy washing.

Invented by a U. S. Public Health Service employee, "Cozy Covers" keep the bathroom

seats hygienically clean and are an invaluable aid in training children. This unique design is self-adjusting to fit all shapes and sizes of toilet seats. Combined with the lid cover and contour rug, the seat cover lends a custom touch to a small bathroom.

In eight fashionable pastel colors, as well as black and white, the ensemble can be selected to blend with a color scheme or used to accent the bathroom floor.

## A Fun Food for the gay days HOLIDAY MINCEMEAT FANCIES



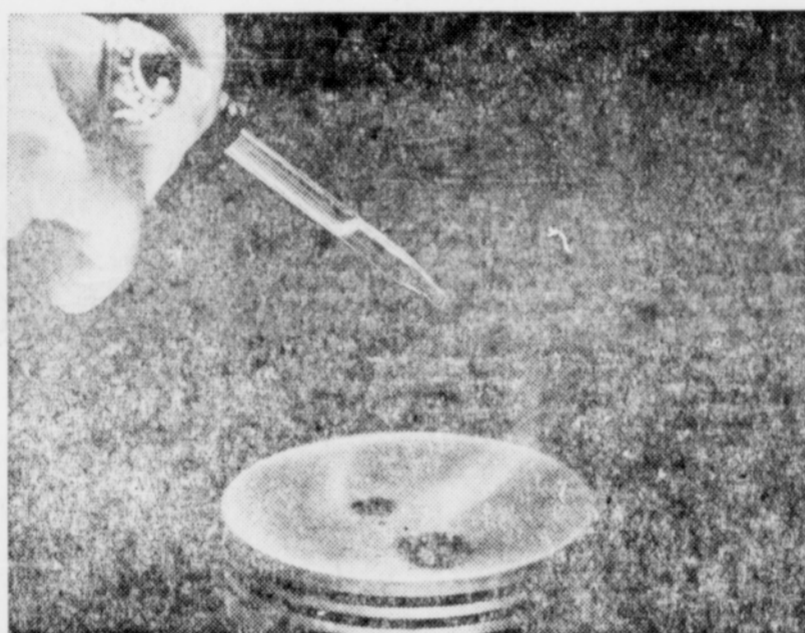
Among the sprightly features of the holiday season are the gay, rich and fanciful foods we eat for sheer fun. For example, these Holiday Mincemeat Fancies.

These tarts are frankly frivolous. The pastry shells, tender and flaky, are filled with cooled mincemeat after it's been blended and simmered in apple juice to the point of being almost winey in its fragrant apple tang.

In serving, you can top the tarts with a dollop of whipped cream, or ice cream, or with sharp cheddar cut in fancy shape with a cookie cutter—all depending on the occasion, the guests, the time of day and your mood. And among their charms is the cheery fact that they're simple to make:

- 3 cups apple juice
- 2 tablespoons sugar
- 2 9-ounce packages condensed mincemeat
- 8 individual baked pastry shells
- Toppings (optional)—whipped cream, ice cream or cheddar cheese

Bring apple juice to boiling point. Crumble mincemeat; add with sugar to apple juice. Boil 6 minutes, stirring occasionally. Cool slightly. Spoon into pastry shells. If desired, top with whipped cream, ice cream or sharp cheddar cheese. Makes 3 cups mincemeat mixture; 8 servings.



Ordinary oils can create their own metallic ash. Above you see what happens when a conventional multi-grade oil is dropped on this electrically heated piston device. These dark spots contain additive ash. When this ash builds up in your engine, it's bad news.



No ash with Shell X-100 Premium Motor Oil. When the same test is tried with new Shell X-100 Premium all the oil vaporizes. The piston device is clean. There is no ash. You can expect a cleaner engine, less chance for knock and rough running.

## Hot piston test shows that new Shell motor oil eliminates a trouble other oils can create. Read how this revolutionary oil can prolong engine life 5 ways.

Here is an astonishing fact you should know before you get your next oil change: *Premium motor oils—with one exception—will produce a deposit called additive ash. This ash can contribute to rough running and knock.*

Shell X-100 Premium is the one premium motor oil that *cannot* produce an additive ash deposit in your engine. Read how this remarkable oil formula helps your engine last longer.

TODAY, every Shell dealer has new Shell X-100 Premium Motor Oil ready for your next change-over.

New X-100 Premium is unlike any other motor oil. It eliminates a deposit that all other premium motor oils help create themselves. This deposit is *additive ash*. It is caused by the metallic additives used to prevent scuffing, sludge deposits, oxidation, and so forth.

With each stroke of the piston, these additives can deposit metallic salts in the combustion chamber. Here they burn and form additive ash.

*This crusty ash can build up in your combustion chamber, can cause your engine to knock and run roughly.*

New X-100 Premium doesn't contain a single metallic additive. No metallic additives—no additive ash.

Additive ash is just one internal trouble that can cause engine problems. You should know about four others, too.

### Helps prevent sludge from anti-freeze leaks

Remember this when you fill up with anti-freeze this fall. Anti-freeze can

leak out of your cooling system into your crankcase.

Many oils can react chemically with permanent anti-freeze to form a horrible sludge—so sticky that it can bring an otherwise healthy engine to a standstill. Then you may be in for a repair bill.

New Shell X-100 Premium resists reaction with any sort of anti-freeze. It shrugs it off.

### Disarms crankcase dirt

All engines accumulate crankcase dirt. The problem is to stop the many different kinds of dirt particles from ganging up and forming sticky sludge, which can clog your engine.

Most premium oils use a detergent additive to do the job. But the majority of these additives are metallic and cause that old devil—ash.

Shell's solution is to replace the detergent with a *dispersant*—a remarkable new ingredient called Alkadine.\*

Alkadine works to *disperse* dirt particles—in effect, holds them apart—so that they don't form sticky sludge.

Alkadine additive is potent stuff. After 1,200,000 miles of city driving,

\*Trademark Shell Oil Company



This is Shell X-100 Premium Motor Oil—in the white can with the red letters.

engines lubricated with Shell X-100 Premium were torn down and inspected. The amount of sludge was astonishingly low. In some cases there was so little it could hardly be measured.

### Ignores temperature changes

Many motor oils tend to become too thick when cold and too thin when hot. This is hard on your engine.

New Shell X-100 Premium is an all-year oil. Here's how it works. Alkadine has a molecular structure that resembles a basket of eels.

When the oil is cold, Alkadine's eel-like molecules curl up as if for comfort. In effect, they take up less space in the oil—and the oil flows freely through the tightest bearing.

When the oil is hot, the molecules uncurl, take up more room—and the oil resists thinning. New X-100 Premium lubricates just as effectively in June as it does in January.

### Fights engine acid a new way

Automobile engines manufacture acid. It can cause more wear than friction.

Most motor oils combat this engine

acid with alkaline additives. But the neutralizing effect of the oil gets weaker as engine acid eats up the alkalinity—until eventually such an additive stops working altogether.

Shell X-100 Premium doesn't depend on alkalinity. It actually plates all engine surfaces with a thin chemical film. The metal "absorbs" some of the oil's protective qualities. Chemists call this phenomenon "chemisorption."

The process of "chemisorption" offers unique long-lasting protection against acid attack.

### How much does it cost?

If you now use a premium motor oil, you'll get Shell X-100 Premium for about the same price.

If you're now making do with ordinary motor oil, you'll pay about \$3.60 a year more—less than a penny a day extra—assuming you drive at about the national average of 10,000 miles a year and get regular oil changes.

Quite a bargain for the one motor oil that fights additive ash and four other troubles to help prolong the life of your engine.

At Shell, 1957 scientists are working to make your car go better and better

