

Port Orford News

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Dellenback Reports

by Rep. John Dellenback

Log Experts Are Under Study

Congress is once again taking a serious look at the whole question of log exports. The attention comes as a result of the fact that the present limitation in the law expires December 31, 1973. That legislation limits the board footage of timber harvested from federal lands that can be exported outside of this country. No current law limits the amount of private timber that can be exported, however.

On June 6 the Eugene Register-Guard said editorially, "over exporting of the Pacific Northwest's No. 1 raw material just doesn't make sense." And that, of course, brings us right to the heart of the problem: How much is too much?

Hearings on log exports have recently been held by the Subcommittee on International Finance of the Senate Banking and Currency Committee. As a member of the subcommittee, Senator Bob Packwood of Oregon chaired two days of hearings in Salem and another day of hearings in Washington, D.C. I sat as a sort of "ex-officio" member of the subcommittee during the Washington hearings.

As I see it, there are at least four directions the federal government might take: (1) Allow the present restriction to expire and impose no further restrictions; (2) extend the present restriction limiting exports of timber from federal lands to 350 million board feet annually; (3) alter the present restriction to allow less federal timber to be exported; and (4) broaden the restrictions on exports to include timber cut from state and privately owned lands.

To me it's not realistic to think we should under present circumstances go ahead without any restrictions. As over simplified as it sounds, the statement that "we would be exporting jobs" is true and the impact of any action we take will have on the economy.

Nor is it realistic to think we should prohibit all exports. Such a move would cause havoc with this nation's international relations, particularly with Japan. It would seriously interfere with our international economic situation and would run into strong opposition from a number of economic forces.

Some action between these two extremes is called for. John McGuire, new Chief of the Forest Service, has indicated he believes it is too early to recommend what action should be taken. He argues that we should wait for the President's Advisory Council on Timber and Environment to file its report expected late this year.

I'm convinced that the present restriction on log exports should be extended beyond the end of 1973. And the time lag between the time timber is sold and the time timber is cut, coupled with the importance of predictability within the industry, convinced me we should not wait for the above mentioned report before we act. As a result I am now moving to attempt to bring about such an extension immediately. When the report of the President's Advisory Council finally is received, we in Congress can consider possible further changes in the law.



Salem Scene

by Jack Zimmerman

New Role Due Highway Deaths As Statewide Carnage Mounts

Two years ago this column suggested driving a motor vehicle on Oregon highways was the states' most hazardous occupation.

That was when it was revealed for the first time since records had been kept, that traffic accidents in 1969 claimed more lives than any other single cause among Oregon's total workforce. Workmen's Compensation insurance carriers in the state that year paid death claims on a total of 27 persons who died on highways -- 18 in auto wrecks and 9 in truck crashes. The suggestion was reinforced when the 1970 fatality count was completed. Traffic accidents definitely were the single greatest cause of deaths on the job -- claiming the lives of 41 persons! At the same time accidental industrial deaths rose to their highest total in recent history -- 137. And safety officials readily admitted the high traffic toll was largely responsible for the ballooning total.

Both figures -- that of traffic deaths and the industrial total -- declined last year, according to still unpublished records of the Accident Prevention Division of the Workmen's Compensation Board. But the 28 Oregon workmen who died in traffic again represented the largest single cause of death.

This year -- as total traffic deaths headed for an all-time high -- industrial deaths on our highways again appear likely to earn the dubious distinction of being the greatest cause of fatalities among the workforce.

Overall, traffic deaths at mid-year stood at 342, and 18.3 per cent increase in fatalities at the same time in 1971. Motor Vehicles Division record-keepers report the fatality rate is exceeding by eight per cent the death pace recorded in 1969 when more motorists and pedestrians than ever before were killed.

And in the midst of this statistical death march are the names of 18 members of Ore-

gon's labor force who died in traffic while on the job. Industrial safety experts are quick to point out deaths in traffic -- along with homicides, heart attacks and aircraft mishaps -- are largely considered out of their realm of "preventability." Most industrial safety programs and laws, including the all-encompassing federal Occupational Safety and Health Act, relate largely to preventing what are considered the more "normal" causes of occupational fatalities. Such death-dealing accidents might involve a worker's contact with electricity, machinery, a fall from a high place or being struck by a falling object.

In light of incidence of traffic deaths among the state's workforce, there's every reason to believe new standing among those who try to prevent such deaths by education and by lawmakers bent on legislating safe practices.

Gov Tom McCall, alarmed by the soaring two-a-day traffic death rate, named a Traffic Safety Coordinating Council involving state agencies, cities and counties. Senate Pres John Burns and House Speaker Robert Smith appointed a special legislative interim committee chaired by Sen Dick Hoyt of Corvallis to study proposals to place before the State Legislature when it convenes in Salem next January.

The first meeting of the interim committee on June 13 attracted some 100 persons. Current estimates indicate the committee will have some three dozen bills or more ready to introduce when the session begins. Another couple of dozen are expected from other sources.

Based on recent history, traffic safety scored pretty well during the last session of the Legislature in 1971. About 15 per cent of the record number of bills introduced related in one way or another to traffic safety. More than a score achieved

eraphone. There was sound. There was also the smell and frying sound of a short circuit. There was even some smoke... as if more proof was needed to convince me that the DC phase was shot.

At 4:30 a.m. Monday I started to work on the newspaper. (Holidays always mean some kind of a fouled-up schedule.) At 7:45 a.m. I started calling. Repair shops, rental dealers, KURY radio, anyplace I thought might solve the problem. I finally located a shop in Empire that thought they could repair the set... and in time for the hillclimb. I packed up the set and sent it to the shop by brother-in-law. The shop called about 10:30 with the sad news that the vibrator transformer was burned out... the item was not stocked, and in their opinion the set was too old to spend any more money on. (It had already been fixed about five times.) Yes, the AC still worked. Which was not much good for a mobile unit, unless there was a mighty long extension cord around.

After many more calls in the Bay area, I told brother-in-law to bring the set home. Then I called Coos-Curry and threw the problem in the lap of Jim Wilson. He took it from there and by 2:30 I was all rigged up with a portable generator (mounted snugly under the rear of the truck bed)... and sound... and slowly mending nerves. I was too late for the hillclimb but the local Lions Club offered the use of their small battery p.a. set for the event... and that problem was solved.

But on top of it all it was a great day. A little overcast... but NO wind. And there were plenty of activities and people to go with the good weather. Boy was there ever.

And a little bit of history was even changed before the big day was over. The mighty Indians won the Battle of Battle Rock... with the help of those 'fear-nothin' Scottish warriors from Eugene. Guess it was too much for them: Highlanders... seeing the Indians go down for defeat year after year. So they joined the redmen in a final siege and stormed the rock... all but wiping out the nine brave, but undermanned, settlers.

There was a couple other amusing incidents during the battle, too. Following the "death" of the first chief, who lay face down in the sand midway between the Indian camp and the rock, a second leader was "shot" about two-thirds of the distance between the camp and the "dead" chief. Apparently he wanted company in "death," so after falling to the sand expired, he quietly crawled up to the first chief and "died" again. Another time about a dozen Indians fell to the sand close to the surf, where they breathed their last... until a sneaker wave hit them. That cold water brought them back to life enough so they raised to their hands and knees and, in a body, moved sideways away from the surf... then lay down and died all over again.

Still hearing good reports of good comments about the fireworks display, too. Not just from the natives, either, but from visitors that came for the celebration, or stopped for it. In fact all the comments I hear about the Jubilee are good, which is sure evidence that chairmen Larry Means, Frank Amatisto and Warren Jewell did a right smart job and deserve some kind of a medal... or at least a lot of thanks.

"Course you have to include a lot of others who worked on the Jubilee, too, 'cause there was a lot of effort expended for the big show. A lot of effort.

Prize Winners
Mrs. Luann Soderlund was winner of the barbecue grill sponsored by the E.S.A. Sorority during the Jubilee. Les Dahrens won the bicycle given away by the Kindergarten Association.

OUR FABULOUS FORESTS



THERE'S MORE TO OUR FORESTS THAN SCENERY!

TAKE ANOTHER LOOK! PACIFIC NORTHWEST FORESTS ARE VERY BUSY -- GROWING AND REGENERATING TO PROVIDE PERPETUALLY FOR OUR NEEDS. ENVIRONMENTALISTS, NATURALISTS, HIKERS, CAMPERS, FORESTERS, HUNTERS, TIMBER HARVESTERS ALL SHARE THIS REMARKABLE, RENEWABLE RESOURCE. OTHER BENEFITS COME FROM CLEAR-CUTTING ACTUALLY PRACTICED FOR OVER 140 YEARS IN OUR FORESTS. THIS ALLOWS SUNLIGHT FOR WILDLIFE AND GIVES FAST, HEALTHY STARTS TO YOUNG TREES.

4 OUT OF 5 TREES IN NORTHWEST FORESTS TODAY ARE SECOND-GROWTH -- ADDING UP TO 18 MILLION ACRES OF VIGOROUSLY GROWING NEW FORESTS. FORESTRY TECHNIQUES WILL PERPETUATE ALL THE BENEFITS AND ENJOYMENTS OF TODAY FOR FUTURE GENERATIONS!



LETTERS to the Editor
TO THE EDITOR
We would like to take this means of publicly thanking Jerry Smith for letting us use his garage to work on our float for the Jubilee parade. We would also like to thank Harvey Bartlett and Larry Fisher for their help. And last, but not least, Paul Peterson for announcing the event, and all those people who helped by buying tickets on the bike.

Port Orford Kindergarten Association

State Traffic Deaths Rise
Half of Oregon's counties have higher traffic death tolls this year than last year, showing the state's death count for the first six months to 340 -- an increase of 18 per cent over the same period last year.

The count also is running nearly eight per cent above 1969, the year Oregon recorded its all-time high toll of 713, according to the Oregon Motor Vehicles Division.

The counties recording increases so far this year are Columbia, Crook, Curry (five against three for 1971), Deschutes, Gilliam, Hood River, Jackson, Klamath, Lake, Lane, Lincoln, Linn, Malheur, Multnomah, Polk, Umatilla, Wasco and Yamhill.

Four eastern Oregon counties -- Grant, Sherman, Wallowa and Wheeler -- were death-free during the first half of the year.

June traffic produced 77 deaths, the highest toll for that month ever recorded in Oregon and 30 more deaths than reported for June last year. Only two days went death free during the month. The division says at least 28 per cent of the June victims had seat belts available at the time of the crash but were not using them.

The deaths of four bicycle riders during June brought the number of bicyclists killed so far this year to seven compared with two at the same time last year and 12 for the entire year.

Library Notes

Figures for the fiscal year ending June 30, show circulation of city library books at 11,846, including 4,569 junior books and 7,277 adult books loaned.

Attendance at the library is set at 5,230, with 2,307 juniors and 2,923 seniors.

The library purchased 821 new books and 25 were donated, for a total of 846.

Three new books have been donated to the memory of Clyde Wagner: Hummingbirds and their Flowers, from the American Legion auxiliary; General History of Oregon, by Mr. and Mrs. Herman Luther; and the American Coast, by Mr. and Mrs. Henry Bryant and Mr. and Mrs. Chas. Armstrong.

Among new books are The Oregon Coast, Oregon, Snake River Country, ABC of Driftwood and Dried Flower Design, Upholstering and Practical Gemstone Craft.

PEEL VISITORS
Mr. and Mrs. Kenneth Peel had as their house guests over the weekend and the 4th, their daughter and family, the Ronald Worthingtons of Portland. Other visitors were their son and family of Coquille, the Kenneth L. Peels.

Pacific Northwest Timber Harvest Shows Increase

The 1971 timber harvest for Washington and Oregon combined amounted to 15.79 billion board feet. This was an increase of 9.4 percent above the 1970 figure. Brian Wall, Research Economist for the Pacific Northwest Forest and Range Experiment Station, said that the increase reflected the sharp rise in housing demand and the expanding National timber economy.

Oregon's Timber Harvest Rises Sharply
The 1971 Oregon timber harvest of 9.34 billion board feet (Cont. Page-6)

Food Price Savers

- CLAMS GORTON MINCED 3 FOR \$1
- HERRING BOOTH 7 CANS \$1
- TOMATO SAUCE CHB 8 CANS \$1
- FLUFFO 3 LBS 79¢
- SHORTENING 3 LBS 79¢
- T-TISSUE MD 4 PACK 39¢
- CRYSTAL LEMON LIQUID SOAP 48-OZ 59¢
- SKIPPY LIVER DOG FOOD 4 FOR 49¢
- PANCAKE MIX KRUSTEZ 3 1/2 LB 65¢
- CEREAL BARON VON REDBERG 9-OZ 39¢
- COOKING OIL MRS. TUCKER'S 24-OZ 49¢
- CATSUP DEL MONTE 14-OZ 25¢
- HOMINY VAN CAMP 3 300 TINS 45¢
- CAT FOOD PETUNA CAN 10¢
- LARGE SLICING TOMATOES... 35¢
- CUKES..... 2 FOR 29¢
- SPARERIBS FRESH LB 79¢
- GAME HENS 20-OZ EACH 76¢

JIM'S Market
PRICES EFFECTIVE THUR., FRI., SAT.
HOURS: 9-8 Weekdays, 10-7 Sundays

PUBLIC NOTICE

Gold Coast Title Company
First, we wish to congratulate First Federal Savings and Loan Association of Grants Pass on its beautiful addition to the city of Brookings. We're proud to share these offices.

Most blurbs for the title industry read: Did you know that George Washington once paid \$40.00 to save 377 acres of his 17,000 acre estate because of a defective abstract? Though George had enormous wealth those \$40 were as important to him as 40 thousand. He was rumored to be a little tight with the buck.

Did you know that Abraham Lincoln lost his home through foreclosure of a mortgage he knew nothing about? We don't believe in scare tactics. We admit that the insurance risk is minimal. If it wasn't, the premiums would be much higher. The title business is primarily a service industry -- created to replace the old abstract service which was cumbersome and generally incomprehensible to the layman.

Gold Coast Title has Curry County's most modern and efficient title plant -- geared specifically to the requirements of Curry County. Gold Coast is also staffed to provide the best in escrow service -- and quickly.

Last, but not least, a word of advice especially for non-residents. We talk to a number of people who indicate they prefer not to deal through a real estate broker. We are familiar with out-of-state real estate people and can in many cases sympathize. However, our experience with the Oregon real estate industry has been uniformly excellent, particularly with the Southwestern Oregon Board of Realtors. They are an entirely responsible and conscientious group. Further, we have seen many cases where the buyer has paid more money for a piece of property than he would have through the services of a broker. If you are from Seattle, Minneapolis, Providence, Miami, Tucson or Los Angeles, the price quoted by an owner probably seems extremely low. You may think you have a pigeon. Check with a local broker first, you may discover that you are the pigeon!

SEE OUR AD ON PAGE 147 OF THE NEW SOUTH COAST DIRECTORY YELLOW PAGES
CURRY COUNTY'S -- HOME OWNED -- TITLE COMPANY
Gold Coast Title Company
PLANT & ESCROW -- BET-GAR BLDG. -- GOLD BEACH, OREGON 97444 -- P. O. BOX 505
PHONE (503) 247-7021
ESCROW OFFICE -- FIRST FEDERAL BLDG. -- BROOKINGS, OREGON 97415
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BUFFET EVERY SUNDAY
NOON TO 11:30 PM
CRAZY LOUIS'
PORT ORFORD
Broil Your Own Steaks, Too!