

Port Orford News

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Ripper Reports

BY SEN. JACK RIPPER

Coos and Curry Counties



It's mighty good to report that my tired ol' legs have



sealed sufficiently now that I could remove them dumb

The fishing industry has been used as a pawn by the oil companies, by scientists, and by the military in a trade-off with foreign nations for position and advantage -- a trade-off which has not been successful, and which has nearly ruined our fishing industry.

This issue was the thrust of the speeches and discussions at the conference on "The Oceans and National Economic Development" which I attended last week in Seattle. More than 600 world leaders, oceanographers, mariculture scientists, fisheries and oil and mineral resource representatives met to discuss the oceans and the place of the United States in the use and development of ocean resources.

Many government and industry officials fear that the United States is withdrawing from the sea to such an extent that the nation runs a risk of becoming an economic "colony" of other nations which could "turn off the spigot" at will, cutting off raw materials, such as oil, and ships carrying them here.

The fishing industry, which in the past produced American needs and, in fact, had a surplus is now in dire straits. The American government has been following a program which will destroy this traditional American livelihood by trading off the fishing grounds which have been American from the beginnings of this country.

The United States discriminates against our own fishermen in favor of foreign competitors. For instance, domestically caught fish must meet much stricter quality standards than foreign-caught fish. We import fish that would be illegal size if taken by U.S. fishermen and that are taken with gear that would be illegal for U.S. fishermen to use. American fishermen have a right to demand equality with the foreign fleets. We are now importing the amount of over one and one third billion dollars a year in fish into this country. That means we import \$1.3 billion more of fisheries products into the U.S. than we export. This deficit in world trade is one of the reasons for the dollar devaluation. Inflation then moves in the same relation to the world value of the dollar.

The federal government has helped or subsidized farmers, oil research and other industry. It is time they helped in research and financing boats and gear, and especially methods of packing and distribution of this important renewable natural resource.

It has been pointed out through history that a nation's power, prosperity, and greatness is directly in proportion to its ability to control the seas. This means commercial

elastic sox. Had to wear 'em for two weeks. And I guess you know that when I peeled 'em off Wednesday it was TIME to take 'em off!

Whew ...

-P-
Well, George, I really hate doing this to my Goode neighbor Lloyd, him being on vacation and all, but the truth needs to be told about our respective vegetable patches.

As I said last week, it would be determined by actual, unretouched photos. As you will notice, I took the liberty of using my No. 4 daughter as a means of measure ... and because at this point in her life she is still as honest as the day is long.

The top photo shows her standing in front of Lloyd's beans. In the bottom photo she is standing about midway down my bean row.

Now, before any judgments are made, the photos should be examined thoroughly and completely. After this is done, then you can answer the question HONESTLY ... which picture is the tallest?

And with that I declare the question settled now and forever.

cially as well as by naval arms. We are almost, if not already, becoming a second rate nation. Both Japan and Russia are outstripping us. The cold war is being won on the commercial front.

Only six percent of our trade is carried in American ships. We are now at the mercy of foreign sources, by 1980 gasoline will go up to \$1.00 a gallon -- all this, when a few short years ago, we controlled the economy of the sea.

Because of our inability to move oil and lumber, produce fish and protect fisheries, we are spending more money than we are taking in. No nation or individual can continue to spend more than his income without borrowing or eventually going bankrupt.

We do not have all the raw materials we need, and we must buy them on the world markets. The rest of this century will be a great quest by Japan, Russia, and the U.S. to get these products. It will be a race for survival for the standard of life that we know and that we would like to see continued for our nation.

Two-thirds of the world is covered by the oceans, yet we know more about the moon than we know about the ocean floor which could be the greatest potential for getting the raw materials that we must have.

Russia and Japan have more research ships, aside from fishing boats, off the Pacific Coast alone than the U.S. has, altogether, and they know a good deal more than we know about our own area, strange as that may seem.

Our government must reverse its directions. It must take more interest in providing and subsidizing our own merchant ships, in taking our rightful share of a renewable fishery resource, in research to maintain a source of minerals from the sea, and in maintaining our equal control of the oceans.

Reflector Plates Due

When Oregon begins to issue reflectorized license plates sometime this fall, they will have a yellow-gold background with dark blue letters and numbers. Chester W. Ott, Motor Vehicles Division Administrator announced Thursday.

The two colors are as close as possible to the state colors. The state also will end a long-standing practice of using different color plates to distinguish certain types of vehicles when reflectorization arrives as a result of 1973 legislation.

All plates will have the same gold and blue color combination except for state plates issued to commercial vehicles registered in more than one state and permanent identification plates issued to mobile homes.

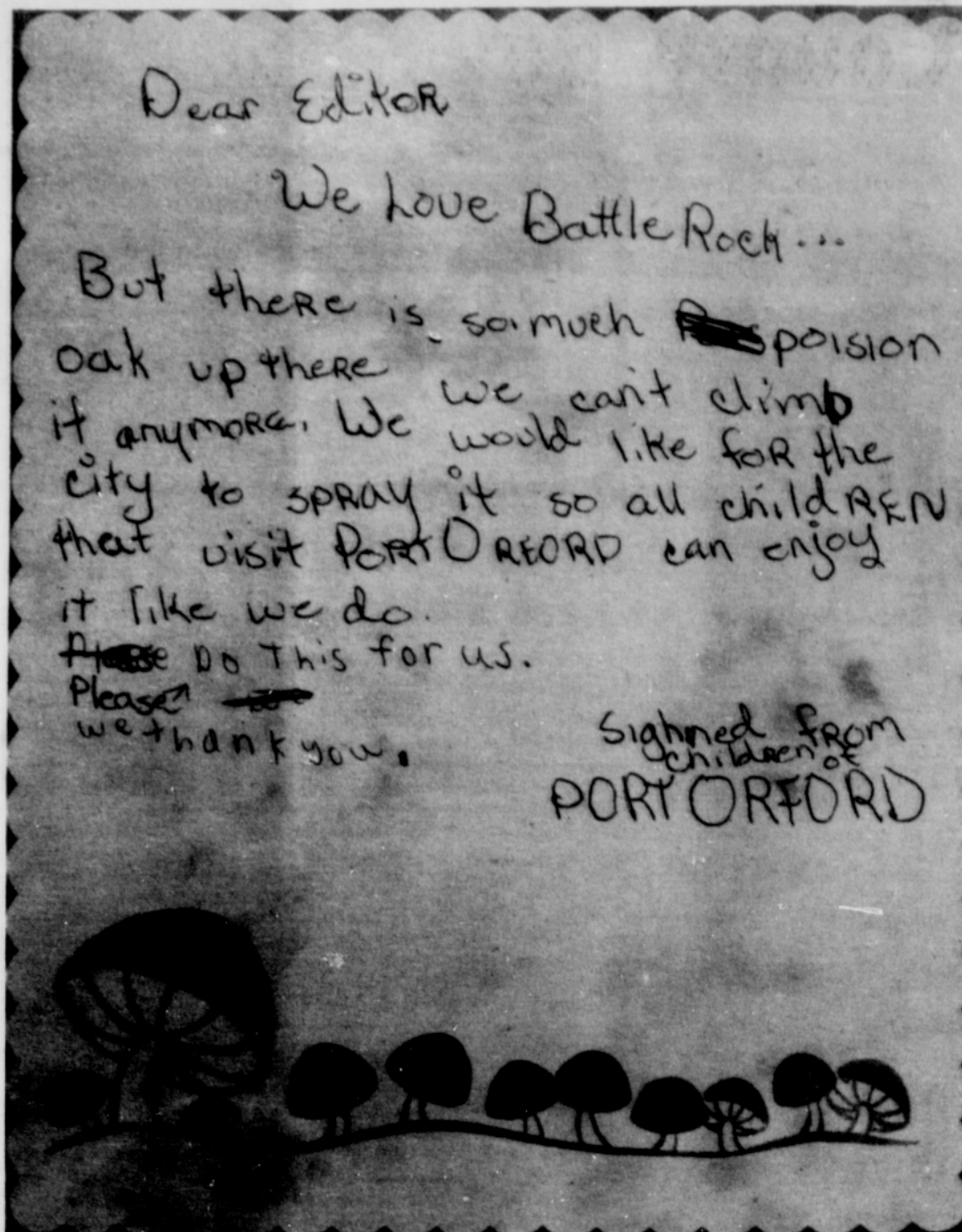
New custom license plates, which allow the owner to select his own "tag line," also will be changed to gold background. Currently they are lemon-yellow.

The new law did not authorize or require a complete reissue of all existing license plates. That means those with the current regular issue or custom plates may continue to use them as long as they are serviceable. It will be quite a few years before all Oregon plates are reflectorized.

Ott anticipates that some reflectorized plates will start being issued in some field offices in October. Although the law has an effective date of January, 1975, it authorizes earlier issue as existing supplies of plates in field offices are depleted.

When reflectorized plates are issued it will cost the owner an additional \$1 for two plates. Owners of vehicles issued a single plate will pay 50 cents.

SHOP HOME TOWN STORES FIRST



NEED ANYTHING MORE BE SAID?



dellenback
Report

BY REPRESENTATIVE JOHN DELLENBACK

ALASKAN TRIP PROVIDES INSIGHTS

Congress has finally begun to move quickly toward action on the Alaska pipeline legislation needed to clear the way for transporting oil from the North Slope of Alaska to the "lower 48" states. The Senate passed such a measure last week and the House is rapidly moving toward consideration of its version of the legislation.

While I strongly approve of early settlement of this issue (as to the exact form legislation should take), there is great danger that the public will misunderstand how quickly clearing the way for the pipeline will yield benefits. At the earliest it will probably be three years before any Alaskan oil can reach a refinery in the lower 48 states, and another year or so more before the quantity will be steady and really substantial. And even then the total flow will be only a fraction of the nation's needs.

The weekend of July 7-8 I traveled to Alaska with five other members of the House Interior Committee to view some of the areas that would be developed were the Alaska pipeline to be built. After 13 days of hearings on the subject, the field trip gave those of us on the Committee a chance to better evaluate the vast quantity of information we had received during the hearings.

Each day began about 6:30 in the morning and ran until late at night, and the total trip was very helpful in our deciding on the best kind of law to pass. Among the impressions I gained from the experience was a better appreciation for the huge distances, the limited potential uses, and the weather and construction difficulties we are dealing with in our largest state.

I am more sensitive than ever to the need for development of fully automated controls over the 500-mile length of pipeline. The terrain and fragility of the environment require that we take extraordinary precautions to write a sound piece of legislation.

I also gained a greater sensitivity for the plight of the native Alaskan. In the last Congress we passed the Alaska Native Claims Act which provides for assistance to the Indians of that state. At this point, however, the law is largely a hollow promise because the Native Claims Act is to be funded principally by proceeds derived from the oil resources of the North Slope. Until the pipeline is built, the Alaskan natives must wait for the promise to be fulfilled.

Another factor that came home to me while I was in Alaska is that the economy of our 49th state is fragile. Citizens there are pinning a great deal of hope on the impact of the pipeline on their economy. They see needed industrial development and the chance for a more stable economy being tied closely to construction of the pipeline.

I ended with a conviction to push hard for early enactment of a bill to give the Secretary of Interior the legal authority he needs in this and similar cases. But the House bill also desperately needed additional protections for the environment.

Our efforts to stop this project from being cut off from coverage by the provisions of the National Environmental Policy Act of 1969 are still continuing. I simply can not agree with those who say we should proceed at full speed without regard to this very important law we passed to protect the environment.

We have succeeded in adding to the bill some important protections including increased responsibility for the oil companies involved and greater authority given the Secretary to police construction and operation of the pipeline.

We hope that Congressional action, including resolving the problems tied to differences between the House and Senate versions of this legislation, can be concluded before the August recess.

New Command Of Engineers

Colonel Clarence D. Gilkey assumed command of the Portland District of the Corps of Engineers on July 9, 1973, succeeding Colonel Paul D. Triem, who retired from the U.S. Army.

A native of Spokane, Wash., Colonel Gilkey comes to Portland following attendance at the Industrial College of the Armed Forces at Washington, D.C. He last served in the Northwest as Assistant District Engineer in the Seattle District of the Corps from June 1954 through July 1955.

In his new post as Portland District Engineer, he supervises a \$70 million annual program of water resources development and protection in Oregon and southwestern Washington.

Major activities in the Portland District include construction of Lost Creek Dam near Medford, major modifications at Bonneville Dam, installation of new power units at The Dalles Dam, completion of the Columbia River 40-foot navigation channel project, and construction of the Tillamook Bay south jetty.

The Portland District also operates Bonneville, The Dalles and John Day dams on the Columbia River, and 10 flood control projects in the Willamette Valley. John Day Dam is the largest producer of hydroelectric power in the free world.

Sign Up Now

Veterans who plan to enroll fall term at Southwestern Oregon Community College are requested to sign up at the Student Services Office in Dellwood hall before Aug. 1.

For these early registrants, veterans benefit checks will be mailed to the college by the beginning of fall term.

If veterans are not signed up by Aug. 1, their benefit checks will not arrive until late October.

RSVP Dates Flea Market

RSVP has made arrangements with Byron Scott of Scott's Chevron Station to have use of the adjoining lot at 4th and Highway 101, Gold Beach, for a community flea market to be held Friday, August 3. Individuals or clubs may secure space for a table for a donation.

There will also be limited space for small pickups to be used for selling from. A donation would also be asked for this privilege.

Those desiring to reserve space for the flea market may write RSVP, P.O. Box 105, Gold Beach, Oregon 97444, or telephone 247-7506.

RSVP would appreciate donations of small household gadgets and white elephants to make this project a success.

TRUNK LINE

More than 20 centuries ago, when Hannibal's Carthaginian army crossed the flooded Rhone River en route to France, special rafts had to be built for the elephants. In the battle, the beasts were armored.



Lions love catnip just as much as house cats do.



Canada is about the same size as all of Europe.

CHECK-OUT THESE FOOD SAVINGS

TANG SALAD DRESSING	32-OZ	49¢
T-TISSUE ZEE ASST	4 ROLL PACK	39¢
FOIL DIAMOND ALUMINUM	12 X 75	19¢
CHOC MORSELS NESTLE'S	12-OZ	49¢
CATSUP DEL MONTE	14-OZ	25¢
COOKING OIL MRS. TUCKER'S	24-OZ	59¢
DREAM WHIP	4-OZ	39¢
RELISHES STEINFELD'S	10-OZ	29¢
DRESSING KRAFT ITALIAN	8-OZ	35¢
PLUMS HOOD RIVER PURPLE	3 1/2	1¢
LIQUID SOAP VEL MINT	22-OZ	39¢
SPRAY STARCH NIAGARA	22-OZ	59¢
PAPER TOWELS CORONET	3 JUMBO	89¢

FRESH CORN	9 EARS	\$1
PEPPERS GREEN BELL	EACH	9¢
SNAPPER FRESH RED	LB	49¢
WIENERS SWEETHEART	PKG	69¢
SLICED MEATS BODDING	PKG	39¢

WILLIAM'S MARY ELWES
BREAD 4 FOR 1



Obituaries . . .

WILLIAM F. MCLELLAN

Funeral services for William Edmund McLellan of Port Orford were held at 10 a.m. Monday, July 23 at St. Christopher's Episcopal Church.

A resident of the area since age 16, he was born November 17, 1897, in Lumby, B.C., and died July 20, 1973, at the age of 75. He was a veteran of World War I.

Survivors include the widow, Frances S., Port Orford; two stepdaughters, Phyllis Woodward and Audrey Kreiger, both of Port Orford; sisters, Irene Smith, Port Orford; William Darling, Fort Bragg, Calif., and Kattie Hill, Portland, and several grandchildren, nieces and nephews.

Interment was in the Port Orford Cemetery.

Arrangements were by Bandon Chapel of Coos Mortuaries.



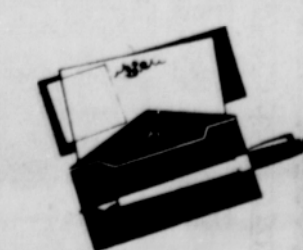
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