

G. I. Bill Offers 'On-Job' Training For War Veterans

Assistance Given Vet Until Earning Power Up To Journeyman

The length of time the veteran receives the federal allotment under the GI bill is determined by his length of active service. If he has served for 90 days or more in the armed forces since Sept. 16, 1940, (or discharged for physical disability if less than 90 days), and was discharged under conditions other than dishonorable, he is automatically entitled to one year of training allotments. Then, for every month spent in service he is entitled to one month of training. The maximum is four years. If John Jones was in the army three years, he would be entitled to a training allowance for three years, plus the one year automatically granted him, making a total of four years in which he would be entitled GI training allotments.

HOW TO APPLY

1. The veteran's first step is to fill out U. S. Veterans Administration Form 1950, "Application for Education or Training." This blank may be obtained at Veterans Administration contact offices, county service offices, the Department of Veterans Affairs, Salem, or 101 Oregon Building, Portland, or from any American Legion Service Officer, Red Cross. He, in turn, fills the form and returns it to any of the aforementioned people with a photostatic copy of discharge. He should do this as early as possible, even before he has obtained a training job, or when only contemplating one, in order to have his eligibility established and thus save time when he does obtain a training job. After he has turned in Form 1950, the veterans administration will mail him a certificate of eligibility (Form 1953, stating the amount of time to which he is entitled.

2. When he gets a job he reports either in person or by mail to the local coordinator in his area. (Oregon has 24 coordinators at present, listed in bulletins. Any Legion service officer can give the name nearest you).

3. The local coordinator visits the employer and the veteran and works out details for the training agreement if the situation can be approved by the state and apprenticeship authorities.

4. The veteran and his employer endorse the certificate of eligibility (Form 1953) and return it to the veterans administration as soon as possible. This point is very important to remember, and cannot be emphasized too strongly, because until that certificate is returned to the veterans administration, the veteran will not begin to receive his allotments. Some veterans, or their employers have neglected to return the form and then wondered why they had not received their allotments.

Furthermore, the allotments are started either from the date of eligibility, or on the date the veteran started training, whichever is later. The date of eligibility is the date the application form is received by the veterans administration at Portland. Do not fail to return form 1953, endorsed, to the veterans administration.

5. The veteran will be notified by the coordinator to appear, with his employer or employer's agent at a meeting of the local apprenticeship council. Approval of the work-training agreement is done by the council.

6. When the work-training agreement is completed and has received state approval, the co-

ordinator distributes copies to the trainee, his employer, and files one copy for the apprenticeship council.

Area Featured Sunday

Brookings, and Curry County were featured, Sunday in the magazine section of the Oregonian, telling of the lily industry of the area.

Pictured were lily fields of the area, together with a full page of facts concerning the industry which has made this county famous. The article was written by Frank Hauser, staff writer for the Oregonian.

Traffic Through District Factor In Area's Business

Pre-War Registrations Showed Thousands of Cars Through Here

Possibly a gauge on the potentialities of Brookings is what has happened here, according to the state motor registration figures. Before the war, all out-of-state cars were required to register at checking stations just inside the Oregon state line. One of these stations was in the Shell Service Station, which burned. Mr. and Mrs. John Musser operated the station, at that time, and it was open about 16 hours a day, during the summer months.

There were peak days when they registered 400 cars a day and was the second busiest point for checking, topped only by the stations open 24 hours daily.

For several reasons, all motorists who should have done so went through without registering at Brookings, and there were figured to be one out of every four which might have brought the peak tally to 500 cars daily.

These 500 cars were only those with registration other than in Oregon and they were only the northbound ones. Supposing the same number of out-of-state cars were leaving the state and that the Oregon cars equalled them in number, this would make a total of 2,000 cars per day travelling through Brookings, or on the average of a car and a half per minute. This tally for the peak season was, of course, low as there were many more Oregon cars than out-of-state.

But, supposing that the travel amounted to 2000 cars a day and that each car averaged three people, this would make 6000 folks riding into this area each day, and of those 6000 people a lot of them are going to want things any traveller will want on his journey.

It is quite safe to assume that post war travel will greatly exceed pre-war travel, as soon as cars are available and also because the whole nation has turned toward the west coast. Pacific coast travel information bureaus are swamped with inquiries and not all of the inquirers just send for a book with pretty pictures to look at. They are laying their plans for vacationing, for settling on the coast, or for business purposes. There is enough room for them out here and they know it, before they start out. They may not have definite plans to include the coast highway on their route but if they learn of it and its beauties and coolness, they surely will utilize it once they've experienced the heat, drabness, and cloginess of the inland highways.

One of the matters which will require attention, at least before the tide sets in, is adequate highway patrol by the state police as this surveillance, in pre-war days, was not only a requirement

for the safety of traveler but was highly appreciated by the tourists themselves.

So, when someone is seemingly sounding off in high tones as to what may be expected locally, to look back on what actually did happen will bring up some pretty pithy figures to back up the optimism.

And from the business aspect, when Mr. and Mrs. Musser had the registration they conducted a filling station and small store. They and their children, and one or two others were on the hop from the time they opened, early in the morning, until along about midnight—busy every minute. It wasn't because they lacked competition—they had plenty of it but, even at that, their cash registers were singing, all the time the doors were open. There's lots of good, healthy business to be had, out of the travel that is coming, and it will be all the year 'round, on our sea-conditioned route.

In The Mailbox:

Editor, Brookings-Harbor Pilot:

We wish to take this opportunity to express our appreciation and gratitude for the splendid work done by your paper in publishing the urgent need for bigger and better schools for the Brookings-Harbor area.

You are to be congratulated for taking the time and the effort in devoting space in your valuable columns on such constructive and progressive matters. We are sure that all civic-minded and sincere people of this entire community join us in paying you tribute and wishing our new newspaper every success.

Yours for a bigger, better, progressive and prosperous Brookings-Harbor. Sincerely, Mr. and Mrs. H. T. James.

Local News Items

The regular meeting of Chetco Square and Compass club will be held at the Odd Fellows hall, at Brookings, Friday, April 26, at 8:00 p. m.

Mrs. Roy Sunderland left Monday on a ten-day business trip to Portland and vicinity.

Among those from Brookings attending Masonic lodge at Gold Beach Friday night were Charles Bickner, Sam J. Gott, and Roy Hendry, three principal officers of the contemplated lodge here.

Formation of a local Satellite club was discussed Monday evening when a group of Eastern Star members assembled at the home of Mrs. Agda Bickner. Reception was good enough that a future meeting has been planned. It is estimated that a membership of 50 may be expected.

The Mosier building, two-story frame structure next to Vern's Garage, was recently purchased by Leo Spangler, veteran of the 41st Division, and formerly of Burns, who will remodel it and conduct a sporting goods store, and confectionery.

Mrs. Luella Young, Mrs. Alice Stoaks, Mr. and Mrs. Claborne McCullough, Mr. and Mrs. Roy Lytle, Mr and Mrs. M. S. Brainard and Arthur Bollinger attended V. F. W. meeting at Gold Beach, Tuesday evening.

Mr. and Mrs. Lem Jordan, former residents of Brookings, have purchased a small place near Loveily, in northern Colorado.

Mrs. Maud Petty returned to her home, the first of the week, after a few days spent at the Crescent City hospital.

Gold Beach residents complain of the undependability of their power plant, and advise visitors to come prepared with candles, lanterns, or other modes of lights if they visit there at evening.

Milton Potocnik, who served three years in the U. S. navy, is discharged and home, planning to

grow lilies. His last service was as machinist mate aboard an aircraft carrier. His brother Rudolph is still in the navy and is at Norfolk, Va., where he may soon be discharged. Rudolph was on an LST at the Normandy invasion.

Two additional real estate transfers on Easy street have been reported to the Pilot just before press time. Orville Stoken purchased acreage from Chester Carey, just west of the Joe Moneley property. Mr. and Mrs. Stoken recently came here from Hayward, H. W. Dam, of Spokane, Wash., has bought the Phillips tract, opposite George Nelsen, to make his home here. His son, William, and family, have already bought a home, out near Paul Johnson. Deals were closed by Pete Lesmeister.

Call at the Pilot office while in town, any day, to subscribe to the Brookings-Harbor Pilot.

Mr. and Mrs. Pete J. Wood and child arrived Sunday morning from Portland to make home at Brookings. They will occupy the W. C. Stanley house the present, until they move their newly-acquired place on Winchuck, recently purchased by Dr. Duvall. Mr. Woodburn has lumber hauling contract.

Larry Metler, local scoutmaster, and about 22 of his troop, together with a number of committeemen, plan to attend Curry Southern District Scout court of honor at the quille community building, day evening, April 26. Governor Earl Snell of Oregon, will be main speaker of the evening. Public is invited to attend. No local scouts will participate in the ceremonies, the trip do them much good toward advancing in scoutcraft, opines Metler.

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