

BROOKINGS-HARBOR PILOT

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IT SEEMS TO ME:

By Dewey

A talk last week with Louis Stoller, at the time he announced he was withdrawing from the county commissioner race convinced me that he was a man whom many of us didn't really know. He has a philosophy of life that is astounding to me.

No bitterness is held by him whatever toward the unfortunate youth, the driver of the truck

that claimed the life of his daughter. He actually has made it his duty to take the lad into his heart in an endeavor to help the future of a life which, because of this tragedy, could have been forever ruined. Louis is doing just that.

It seems to me that we never knew Louis before. Under that weather-beaten exterior beats a heart that has the tenderness of a saint, and my hat goes off to him, and thus the reason for this public statement on my part.

Brookings, it seems, has made another step forward in the formation of a lighting district for the main street. When finally realized, this will make the motoring public more conscious of the presence of a town.

I will never forget the first time I arrived here, in December, 1945, when I almost passed the town by before I knew a place existed here—that was the day before the two signs at the entrance of town. Next step should be some paint jobs.

Mr. and Mrs. Roy Sunderland called at the home of Mrs. Geo. L. Belt of Gold Beach, Monday morning in response to a telephone call following the death of Mr. Belt.

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By Harris Elsworth

In about two weeks, the Federal Highway Aid Act of 1948 may be acted upon by the House of Representatives. The bill which was reported to the House in the form of a "clean" bill is now designated as H. R. 5888. It authorizes appropriations for federal aid highways and the authorization extends for the ensuing three fiscal years.

An important improvement in the road bill just reported is that it provides that a state may have three years after the close of the fiscal year for which the sums are authorized in which to complete construction contracts. Previously the states were required to mcomplete their expenditures within one year.

I believe most of the members of the House of Representatives who voted for the European Recovery bill were displeased with the plan, displeased with the bill and did not feel that the enormous expenditures authorized would accomplish the results claimed by the sponsors of the bill. Then why, under the circumstances did they vote for it? There are many parts to a complete answer to that question, but the underlying fundamental reason is that the governments of western Europe were assured months ago that Congress would approve the plan. They began counting definitely on it when the bill passed the Senate with only eleven dissenting votes. Had the House rejected the ERP at this critical time, the reaction not only in Europe but throughout the world would have been disastrous, and I mean ultimately disastrous to the United States. Furthermore, we had only the flat choice of doing this or nothing at all.

After nearly ten years of investigation and study of the possibility of improving and developing the water resources of the Rogue River basin, the U. S. Bureau of Reclamation has issued a preliminary report. The report is entitled "Alternative Plans for Development of the Water Resources of the Rogue River basin, Oregon". A public hearing in connection with this report will be to obtain information and opinions from local people concerning the alternative development plans suggested.

It should be clearly understood that no hasty decision will be made on this project. Many steps must be taken and much time must elapse before a final decision is reached and construction is actually started. After the hearing is held, the Regional director makes a report to the Commissioner of Reclamation. This report is reviewed in Washington by the Commissioner and by the heads of the several divisions of the Department of the Interior, including the Bureau of Mines, National Park Service, Fish and Wildlife Service, etc. All concerned express opinions, offer suggestions or objections, and a proposed final report is then adopted. This report will be sent to the Governor of the state for review by the State Engineer and the State Game Commission. A copy is also sent to the Secretary of the Army for his comments, and to the Secretaries of Commerce and Agriculture, and to the Federal Power Commission. Comments from all of these people, including the Governor, are requested to be made within ninety days.

After the comments are received, the report, together with the comments, are sent to the President through the Bureau of the Budget. After approval by the Budget, it comes back to the Secretary of the Interior and becomes the Secretary's official report.

In the case of the Rogue River report, it will be sent to Congress with the recommendations of the Secretary of the Interior. In Congress, it will be referred to the Public Lands Committee. A bill may be then prepared and introduced. After such a bill is introduced in Congress, the committees of both House and Senate will undoubtedly hold hearings on it, where all matters in disagreement may again be reviewed. If a bill authorizing the construction of a Rogue River

project is passed by Congress, work can be started until appropriation is made by Congress. The procedure here is the procedure through all such proposals must go through a long and complicated procedure, but one thing is certain: a proposal stands up under this screening and investing, and is finally given an appropriation for construction must be a good and valuable project. It must be a project that is economically sound and of great benefit.

Notices

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