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IT SEEMS TO ME:

By Dewey

It has come, several time in the last few days, that tourist traffic is being diverted off highway 101 through Grants Pass, denying people the thrill of seeing the Oregon coast, one of the world's greatest scenic wonderlands. Personally, I am at loss to suggest any remedy, unless the state highway department can be convinced to rebuild the entire route, thus stopping once and for all, the talking point against this trip.

Oregon Journal, last week, did not add any desire on the part of tourists to make the trip along the coast. Why this was done is an enigma to me, unless there is being pressure brought on the highway commission for action at once.

Tourists, out to see the county by auto, usually travel leisurely. They are not too much concerned if the road is winding, so long as the roadbed is good, and passable at all times. The rainy and cold spring has prevented the road from drying and settling to its usual smooth self. A few of the inland chambers of commerce have taken up this fact and are making it pay—for them.

Tourist travel is just starting. It is not yet too late to have a sizeable share of this business

diverted this way, but immediate action must be taken, and this action must be placed at such points as San Francisco and at Portland, where many tourists naturally gravitate.

Did you note the vote Monday evening, how definitely in favor of school expansion is the population of this area? Indicative of the feelings of people who believe in better things for the generations to come. It might be added, too, that the people of the area believe in progress, and are preparing for it.

It is understandable how an opposition arose toward the new building last year, when the present section of the grade school building was constructed. The manner by which this deal was handled was about the most child-like imaginable.

While there has been considerable misconception and misunderstanding concerning the way the present section was built. No contractor was found who would take the chance, so the board was faced with no other choice than to build in the way they did. True, one can point to many discrepancies in the way—democracy is that way, only a wee bit efficient.

The controversy built up about Mason and Edwards had some merit, but if one could look behind the scenes, even this picture would be changed in the minds of residents.

The next construction will be let out to bids, with completion bond posted. This much must be assured people of this area. No contractor is going to take the job unless he can see a profit. Completion costs will surprise people here, and many will be more lenient toward other plans of construction.

The main thing, however, in Monday's vote, was the fact that residents of this area do want this district on a par with other districts when it comes to their schools.

Mrs. J. E. Stevenson, who had been visiting at Portland for a time, returned home last week.

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By Harris Elsworth

As soon as word was received that the president had signed the Camp White hospital bill, I communicated with Gen. Carl C. Gray, head of the veterans administration, urging prompt action toward putting the hospital into operation. He replied, stating: "I assure you that a high priority has been given to activating this establishment."

Members of the delegations of Oregon, Washington, Idaho and Montana have been working together for congressional action on help for flood victims. Two items appear fairly certain at this time. An appropriation of \$10,000,000 will be provided out of housing funds which will be used toward furnishing shelter for those who have lost their homes. Another \$6,000,000 will be appropriated for the repair and replacement of federal installations damaged or destroyed.

We are working on other segments of the problem. Special legislation may be needed to help the states and counties restore washed-out roads which are not on the federal highway system. It is likely also that some method of aiding communities which had their water supply and sanitary systems destroyed by the floods will be worked out. We have been kept well informed on the situation by federal authorities, local officials, and by the Red Cross. I think I am speaking for the entire membership of both houses when I say that congress has great sympathy for, and a genuine desire to help, the sufferers in the devastated Columbia river flood area.

No matter how diligently the members of congress in any session of congress may work, the closing days are always hectic. However, most of the bills which

appear to be jammed through with startling rapidity are in the classification of minor legislation. I am indebted to Rep. Carl Curtis of Nebraska for compiling the following figures in the way of a summary of this second session of the 80th congress:

From Jan. 6, 1948, when the second session began, until May 31, the house spent 84 days in session, the senate 85, for a total of 798 hours. The house to that date had enacted 98 public bills into law, the senate 69. The 187 private bills went through house passed 762 measures, the senate 632.

Among the executive nominations received during the five-months period, 2,654 army nominations were confirmed, as well as 1,230 for the air force, 1,117

for the navy, 707 for the marine corps, and 2,085 for civilian positions other than postmaster. The final figures on bills passed at this session will be what larger. I recall one last week the house passed bills in three hours. Most bills dealt with small claims and certain matters purely local interest. It should be noted, however, that that period of time, 50 other were refused passage.

Cards, printed both sides, advertising the forthcoming Blossom Time, are being prepared for Croft Lily Growers' association, for distribution to local business men to include all letters they may write intervening time. On one appears a section of a lily in full bloom.

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