

BROOKINGS-HARBOR PILOT

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IT SEEMS TO ME:



By Dewey

A week from Saturday begins the second annual Lily Blossom week for this area, and with it a chance to really make a name for this area nationally—that is putting it lightly, believe me.

With a number of movie companies planning to bring cameras here for feature shots of the event, it is safe to say thirty to fifty million people will see the local spectacle in their favorite movie houses within the next few months.

This a chance people have to capitalize and really make the lily industry one of profit as it was a few year back. The beauty of this flower will be shown in color in the movie theatres, and come next Easter, there is likely to be demands—plenty of demands for Croft lilies.

To make this affair the success it must be to accomplish results which will count, everyone, regardless of his business, must enter a float. This float should show some ingenuity, something of the individual and business.

Remember last year, Brookings Water Co., had a well, all in color and it took first prize. I think I make myself clear in suggesting something concerning the business entering the float. I realize that many dollars can be sunk in a float but one must not consider the cost too much in a case such as the coming one.

There's no formula for building a float. It is usually the product of imagination. The biggest imagination usually wins a prize. Yet, I can see many ideas which might be employed by those entering floats to really put forth a real splash of color.

The Fourth has come and gone and with it the usual number of deaths from careless driving or from carelessness. American people never seem to learn that it is much better to be late in arriving than to never arrive at all. Here's what I observed in my short jaunt over the holiday:

On 199 not too far from Six Rivers Forest Service station, a couple of cars passed each other. Both were "hugging" the yellow (white in California) and actually I doubt if you could have held your hands between the two without injury. Had either just given the slightest lurch toward the center line—it's awful to think what might have happened in way of life and death.

The anticipated tourist business of this year has been somewhat of a disappointment as far as western Oregon is concerned. This does not hold true to the stretch of Highway 101 alone, but along 199 and others of the western portion as well.

In our little trip over the week-end I never saw a place with "no vacancy" sign. While many people were traveling, it seemed they were not stopping—had a definite place to reach. It is noteworthy, too, that the forest service camps along highway 199 were reasonably crowded.

To me this says two things: people are traveling on limited capital and they are conserving money by camping en route, and that cabin accommodation are too high for the average person on the road today. This is only my guess, but I believe I will be right if investigation should be made of the situation.

Meals are too high for the average tourist, so they buy a few groceries and cook; tourist cabin rates are a little steep so many open up their Higgins and roll out the bedding—others enjoy tents, and some have sleeping bags deluxe that fit anywhere. That is my belief about the tourist business today.

In The Mail-box:

To Raymond Lower, Pete Lesmeister, Bill Deveny, Elmer Bankus, Hugh Gearin, Charlie Echols, Bob Knox, D. C. Jagers, Merle Hanscam, Dewey Akers: Gentlemen:

Following is the meat of a letter sent to 16 sample addresses, among them: Standard and Shell Oil Companies, Wellman-Peck, Washington Lime, Pacific Coast Borax Co., M. & M. Woodworking, etc., signed by Charles Graysel, chairman of your roads committee, with carbons to all the newspapers and civic groups east as far as Klamath Falls. Henry Kerr goes to Portland soon to consult with the army engineers.

"We are exploring the reconstruction of the old dock, here in Chetco Cove, which is recognized, officially, by the U. S. army engineers as still extant.

"At that time it extended 1200 feet out from the shore into what is conceded to be the most sheltered indentation between Astoria and San Francisco.

"Checking a chart, you will find us eight miles further east than Gold Beach and some four miles eastward of Crescent City. Alongside this old dock was (and is) a minimum low tide depth of 25 feet. The harbor is rockbound, devoid of shifting sands, and navigational hazards were long ago blasted and dredged out by the federal government. Some 400 million feet of lumber and several thousand tons of cargo were handled over this facility with no loss. Mr. Henry Kerr, chairman of our harbors committee, is looking into the restoration of this dock. We repeat: Your and our docking facilities here are merely dormant.

"This chamber is actively pursuing not only the rejuvenation of the dock itself, especially in view of the large volume of local lumber that can be more advantageously moved across it but is coupling, with assistance of all the communities eastward to Klamath Falls, an area involving enormous bulb carriage, both ways, agitation for an adequate route connecting them with this potential wharfage at Brookings. The 29 miles, airline, all in Oregon between U. S. 101 and 199, has been viewed out and an all season road, capable of any traffic, is not considered disproportionate in costs and economic value." Faithfully,

M. S. Brainard, Secretary.

Forest Areas Closed By Gubernatorial Edict

Elsewhere in this issue appears a proclamation signed by Leslie Scott, acting governor of Oregon, at the time, June 29, closing certain forests in this area to unregulated use by people.

Until the rain, Sunday evening and Monday, the fire hazard of the area had mounted to the danger point.

Local News Items

Ben Kerns returned from San Francisco Friday, where he had been on a buying trip. Mrs. Claude Goldizen returned with him.

Mr. and Mrs. C. A. Fish of Gresham visited the Yeltons over the holidays. Mr. Fish is associated with Montgomery Ward.

Mr. and Mrs. Jim Crissey of Seattle are enjoying a visit with

Weather Report

For the past week, ending on Sunday:

	Max.	Min.	Rain
June 28	58	48	—
June 29	60	50	—
June 30	68	50	—
July 1	70	46	—
July 2	69	44	—
July 3	60	51	—
July 4	62	52	.02
Total rain for June			.90

his parents, Mr. and Mrs. W. L. Crissey.

Thor Ask of Brookings Market left Monday night on a business trip to Portland.

Everett Echols and his daughter, Mary, of Spokane, arrived Friday to spend a week here to visit his mother, Mrs. Crosby, and brother, Charles.

Mrs. Mildred Byrne left Friday on a trip to Salem and Portland.

E. A. Elston, resident of Easy

street, who had advertised strawberries the past few in the Pilot, told the Pilot his crop had been cut by rain by at least 50%. He is, however, to be able to fill existing orders.

Mr. and Mrs. J. M. Guerin of Santa Monica, Calif., over the Fourth with their thers, Ray and Cal. He is a tired Washington teacher, connected with a junior in California.

Male-Tested Winners



Black dresses shown above were selected as winners by H. Fonda, star, and twelve members of the cast of "Mister Roberts" Broadway stage success at Cosmopolitan Magazine's Male-Test Fashion Show on board the S.S. Argentina. The four winning dresses which are featured in the July Cosmopolitan are, from left to right: an International original worn by Evelyn Miroy; a David West dress worn by Dot Jones; a Parisian dress worn by Rosemary Collins and a Penart Fashion faille suit worn by Peggy Taft.

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