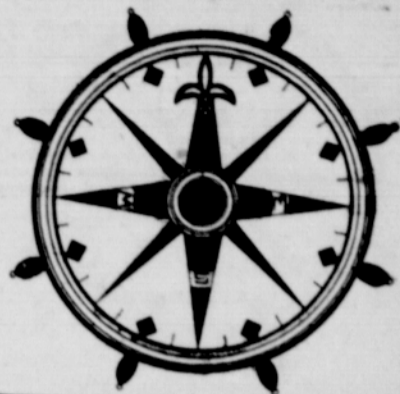




Brookings-Harbor Pilot

Nowhere A Finer Climate - Nowhere A Finer Community



VOLUME THREE, NUMBER XXVI.

BROOKINGS, CURRY COUNTY, OREGON

THURSDAY, AUGUST 26, 1948

STRUEBING SAYS WASN'T ON A LEFT-HAND TURN

Mrs. Struebing Suffered
Broken Left Wrist
in Auto Accident

In an interview with the Pilot Tuesday morning, Ray Struebing asserted that he was not on a left-hand turn at the time of the car-truck accident at the last week. "With the fog, and wet pavement such hazards, I was going only about 20 miles an hour, and was certain of my location at the auto court lights at the time."

Struebing told the Pilot that the Freeman truck, reported by Landauer, and driven by David Caparoon, skidded 150 feet before it hit our car, and it skidded about 100 feet before it came to a stop. The car was headed back toward the trailer across the pavement into which the car driven by Mr. Cole, a Standard Oil auditor, ramméd.

Cole must have been killed, Struebing asserted. "I was there just seconds after the auto court owner, who said he was first to come. The car crashed in like it were just a can."

When describing how his car was hit, Struebing said the first sign of any danger was the sound of being hit, shoved to the road, and into the road. We were prevented from getting over by the rear door which had opened after the impact. So hard hit were we that we were thrown from our seat, in which we were sitting, and the car was broken loose and rolled over into the back seat. Struebing suffered a broken wrist.

When asked if he saw the Cole car, Struebing said he did, but was watching him about the time before being hit. What happened after that Mr. Struebing said he couldn't be too sure because it happened too rapidly. Caparoon said at the inquest that the Freeman truck left Brookings about five minutes after the accident occurred about 10 miles from Brookings, and this denotes the speed at which the trucks make their way.

People are up in arms about the accident of trucks in Humboldt, and something may come from the accident, Mr. Struebing said in the Pilot. "With wet pavement many days of the year, and fog lots of times, speed should be lowered, it was told at the inquest, and at the inquest, it was brought out that the cause of this accident was the cause of this accident."

Charles Schaal went to the Falls early this week to see her sons, Clarence and Ethel.

State Department Grants School Fund

A letter has just been received from the State Department of Education at Salem, notifying the school district that its rating has been raised to "conditionally standard." To quote from the letter:

"We hereby notify you that the 1948-49 plan of improvement for the elementary school of Dist. No. 17 has been accepted and the rating of the school raised to conditionally standard. This enables the district to receive the Basic School Support Funds."

This is most welcome news to the patrons and taxpayers of the district since over \$21,000 is received from this source.

Woodriff Awarded 3 'Merit' Prizes At Boston Show

Leslie Wodoriff, of Fairland Begonia and Lily Gardens, it was revealed last week, was given three awards of merit at the Lily Show held at Boston, Mass., late in July.

The awards were given on: "Twinkle," one of his newest speciosum creations; Speciosum Punctatum, one of the earliest speciosum to flower in the garden or greenhouse and "Doak's Radiance," a bright red speciosum type that he imported from New Zealand last year.

Mr. Woodriff, a national authority on flowers, especially begonias, has been working on a number of new creations of lilies, of the speciosum family, which he is crossing with other varieties to produce different colored lilies and size plants.

Last week advertising literature concerning these new creations was sent out to many buyers of flowers over the nation.

20-Unit Motel Is Being Built Here By Californians

Mr. and Mrs. August DePhillips, recently from the Bay area, who purchased land from Mr. and Mrs. W. G. Hoagland, across Highway 101 from the Fire Patrol station, are planning construction of a 20-unit, fireproof motel as rapidly as material is obtainable.

Each unit, modern in every respect, will be made from concrete blocks and a fireproof roofing material. A temporary home for the owners is being constructed in the timber to the back of the property.

Impressed with possibilities of this area, both Mr. and Mrs. DePhillips express anxiety for the ultimate completion of the motel. They claim they will do all in their power to extoll the beauties of this area to people of their acquaintance.

These columns reach at least 5000 readers each week—use 'em.

Joe Rose Has Spuds For Winter "Needs"

Potatoes, those delectable tubers which are the mainstay of most every meal, are something to behold, at the Joe Rose farm, south of Harbor, toward the state line.

Quite a gardener in all lines, Mr. Rose especially takes pride each year in his crop of potatoes, which, he claims, grow well in this vicinity. Joe has spuds for all who want them, and solicits orders through Pilot classified advertising columns.

Name Wrong In Accident Account

Dave Caparoon was the driver of the Freeman truck last week which was involved in the accident near Eureka, which claimed the life of a man driving a car in the opposite direction.

Quoted in the last issue of the Pilot was the name of Pat Harroun, which, over the radio was confused for Caparoon, by the Pilot's source of news.

Former Montana Doctor Arranged To Locate In Area

Brookings is to realize its ambition to have a physician and surgeon devoting full time to his practice here. W. A. Thierfelder, M. D., of Portland, will open his offices here within a month, and is already engaged in gathering his equipment for the local office.

Dr. Thierfelder has paid two visits to Brookings, looked over the situation carefully, and was impressed with the place both as a delightful place to live and a promising field for practice. He is married and has two small children.

The doctor originally educated himself as an osteopath, and practiced osteopathy for a couple of years. His degree in medicine was obtained at Temple University, Philadelphia, his internship was at Good Samaritan hospital, at Portland.

He has already met many local people, and feels that this is the kind of a community he desires to become a part of, and prefers the small town rather than a city. He has, in fact, refused several attractive offers because of his desire for coastal location.

Dr. Thierfelder has the rather unusual distinction of having passed the examination given by the National Board of Medical Examiners, and is in consequence, privileged to practice in 44 of the 48 states.

His new offices will have the most modern equipment. They will be located in the apartment now occupied by Mr. and Mrs. Thor Ask, who are moving out shortly. He will occupy the Martineau residence with his family, it was revealed Tuesday.

People are urged to attend the Curry County Fair, at Gold Beach, Sept. 2, 4 and 5.

LETTER EXPLAINS REASON MILL BEACH ROAD CLOSED TO PUBLIC

This Property Was Offered To State Highway
Commission In March, 1947, But Was Refused

In a letter to the Pilot, with copies sent to S. H. Boardman, Manley Robinson, The Oregon Coast Association, State Highway Commission, Elmer Bankus defended his action for closing Mill Beach to the public. The letter is published in full:

Editor, Pilot: So that the people of Curry county may know the reasons and conditions which have caused the closing of the roads and property commonly known as "Mill Beach," I would like to give you the facts for publication.

In December of 1946 I gave the Brookings Chamber of Commerce permission to offer this "Mill Beach" property, together with access roads, to the state of Oregon for park purposes. This was to be an outright gift, with boundaries flexible, to permit them to develop a larger parking area if they so desired. On March 25, 1947, a committee of three people from Brookings Chamber of Commerce attended the Oregon State Highway Commission meeting at Portland and made presentation of this gift. Large pictures of this beach property, as well as maps, were shown to the members of the Highway Commission. The commissioners made very enthusiastic and complimentary remarks about what they termed "a generous gift" but stated that they were unable to accept it without the recommendation of Mr. S. H. Boardman, State Parks Superintendent, so would advise by letter of the action taken.

After the meeting, before the Brookings committee left the assembly room, Mr. Boardman came to these three people, congratulating them on the very short, clear and concise manner in which the presentation had been made, and assured them he was familiar with this piece of property and would support the project. The committee returned to Brookings in high spirit of accomplishment, feeling that the gift had the approval of all concerned and would be accepted by letter immediately.

On April 29, 1947, the secretary of the Brookings Chamber of Commerce received a letter from the Oregon State Highway Commission, signed by the secretary of the Commission, H. B. Glaisyer, which I quote in part:

"You will recall that this matter was referred by the Commission to the State Parks Superintendent, Mr. S. H. Boardman, for recommendation . . . It did not have the unqualified approval of the State Parks Superintendent, which is a prerequisite to approval of the acquisition of new park areas by the State Highway Commission. The Commission appreciates very much your generous offer and the public spirit in which you tendered it. Notwithstanding that, the Commission could not accept the gift."

To add to our mental confusion regarding Mr. Boardman's apparent reversal in this matter, we found on the editorial page of the Oregon Journal on January 22, 1948, a guest editorial by Mr. Boardman relative to what California is doing to acquire and develop beach properties, and in which Mr. Boardman implored the people of Oregon to purchase more shore line property for preservation. I quote from Mr. Boardman's editorial:

"The state owns 302 miles of its 325 miles of shore line. Between Astoria and the California line 39 recreational areas have been acquired containing 14,377.67 acres at a cost of \$359,436.09. There is no better way of pointing out that time is the essence than this comparison of the cost of California's and Oregon's recreational shore line. California must complete her purchase in a developed shore line market while a large portion of Oregon's shore line is in its natural state. What of tomorrow in the preservation of our shore line? Few states have a shore line to preserve. What state excels the scenic grandeur of our coastal line? Esthetically, spiritually and commercially it is without peer. Keep it immaculate; build unto the gems you now have. Don't wait until tomorrow for it will be too late. But a pittance has been spent for the treasures

Concluded on page three, column one