

BROOKINGS-HARBOR PILOT

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The Pilot Is Becoming Skeptical

The Pilot, from the start of the movement, has given its full support to the proposed Curry County hospital, to be built from funds to be raised by popular subscription, and by tax levy. The Pilot still thinks the plan a good idea, but news last week has made the Pilot skeptical about further support.

Gold Beach people have been about the most laggard in support of the plan—perhaps it would be better said: "Gold Beach offers perhaps the strongest opposition to the hospital plan.

Now the Pilot hears that sentiment in Gold Beach is crystallized against the establishment of small hospital facilities in Brookings, when recently a physician publicized his intention of establishing office and emergency hospital here. This physician requested no person to contribute to his proposed venture. It is purely an individual attempt to bring something to this area which is clearly necessary to the well-being of the area.

Why the citizens of the central part of the county should raise objections to this proposition passeth all understanding. When the county hospital plan was proposed, the Grange, as well as a dozen other organizations of this area, offered support, knowing fully at the time that this area would benefit the least due to geographic reasons, yet the people of this area were willing to contribute—and lent valuable aid in support thereof.

The Pilot has always tried to avoid any controversy with the neighboring towns, but it seems to be only another chapter in the same old story. The story of how Gold Beach sits down to the feast, eats thereof, and then patronizingly permits other sections of the county to gather crumbs from the table. In the past March of Dimes, the Community Chest, Boy Scouts, and other drives for contributions of civic betterment, this area gives more than does any community of like population. These contributions wind up at the county seat—you guess where the benefits are realized.

The Pilot intends to continue supporting, vigorously, any plan conceived for the benefit of Curry county and in support will give of its news columns, but there must be an accounting—there must be a harmony of some kind—and that soon.

Unless Gold Beach is willing to give swift and strong assurance that it shall refrain henceforth from trying to down Brookings and Harbor business ventures, it may fearful in the future of the county seat, situated at the mouth of the Rogue, where it gains monetarily from the exploit of the grandeur.

Already Brookings and Harbor, young, vigorous, progressive, forward-looking, and surrounded by promise, suddenly has become aware of the fact that the majority of the population, and voters, live south of Carpenterville.

The Pilot has never taken any sides, but it has often heard remarks that there are many unoccupied sites in this area where a courthouse might sit. These rumors and rumblings will continue unless there suddenly comes to the front a little harmony among communities in the county. No city should look toward the past—it should place its back to the past, and then one may readily surmise what could happen in this county.

Brookings and Harbor do not control the economy of the county any more than does Langlois, Port Orford, or Ophir. Certainly not one of these communities could stand alone—and neither can the county seat of this county—the unexplored last frontier.

Proof of the complexity of our economic system may be seen in the effect the maritime strike, and oil strike have on the well-being of every lumber-producing area along the Pacific coast. The best any of these communities may hope for at present is that movement of lumber may be resumed by the first of the year. The real effects of the strikes have yet to be felt.

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IT SEEMS TO ME:



By Dewey

The situation in the local school is anything but good this year, all due to the unexpected heavy enrollment which could not be estimated or forecasted by Mr. Hampton. Since the state department of education has laid down 65 ultimatums, the local district, board and faculty find themselves in what may be called quite a predicament.

Forty are enrolled in the first grade. The state recommends no classes under the fourth grade exceed twenty-five. This condition, in varying degrees, holds true throughout the grades—a situation which does not help solve the problems which the state department says this district must.

Another teacher must be engaged to care for the first grade alone, or the school must be divided and run in shifts, so it looks from this angle. The high school offers the same kind of a problem—due to the large enrollment and numbers in each class at least a couple more instructors are needed, with the classes divided into sections.

With completion of the grade school building, perhaps some of this congestion may be relieved, but the district can have no assurance, if schools continue to grow in size as have been experienced in the past four years. With building program bothering the school this year, certainly it will be a tremendous task to carry on this present school year.

Tolls in Brookings and Gold Beach have dropped considerable the past week, Mrs. D. W. Phillips told the Pilot. Monday, Brookings has dropped at least one-third, and the Gold Beach exchange says about a 50% drop has been their lot.

Back of this can be seen the effect of the strikes along the Pacific coast, which has stopped shipping of lumber especially. At North Bend, a situation almost to the point of open warfare is existing.

Production, and plenty of it—is the only solution to the inflationary spiral existent in this country today. Production, and plenty of it, must be had to drive prices down. Since the war years it seems that most people do not want to produce in the manner they did before 1940. Unit costs of production are too high today, in all lines.

I'm reminded many times of what an old college professor of mine said: "If you never do more than you are paid for, certainly you'll never get paid for more than you do."

Production, if stepped up, so that prices could be forced down, would soon straighten out this inflation, and could, by so doing, make the laborer's pay check meet his current bills.

Automobile industry is the best example of this thought. If the industry produced what it is capable, cars would not be the fantastic prices they are today.

In The Mail-box:

Editor, Pilot: Gene and I arrived here in one piece (each of us, that is). After a week of rushing around from building to building and from line to line, I am finally down to the swing of things. I thought that when I got out of the army that I was through with waiting in lines. That experience was to break me into those at college.

I saw the great Oregon team walk all over poor Santa Barbara Saturday. Our coach looked really worried when Santa Barbara ran the opening kick-off 90 yards for a touchdown. He didn't need to worry, because not even California can stop us from the Rose Bowl. Bragging again!

It was nice of you to send me the Pilot while I'm here at college. It will keep me beetler in touch with the doings at home during the long months ahead.

Before I could get around to see about getting in advanced R. O. T. C., I read in our daily paper that the quota was already filled. They had 150 signed up but could only take 79.

I'd better close and get some of my home work done. They don't waste any time when it comes to giving out a gob of home work. Thanks for the Pilot. — Carroll Reekman, CC41, McChesney Hall, Eugene.

Chas. Drake Dies Friday At Portland

Services for Charles Drake, 63, former resident of Medford, who passed away at Portland on Friday, were held Monday at Conger-Morris chapter at 2 p. m. with Rev. H. L. Camp officiating. Interment was in the family plot in Sams Valley cemetery.

Mr. Drake came to the Rogue river valley in 1901, and moved to Brookings about six years ago.

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ago. Surviving are two brothers, J. E. Drake of Medford and L. Drake of Klamath Falls. Sisters, Mrs. W. H. Bradley of Klamath Falls, Mrs. A. Russell of Myrtle Point.

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