

PILOT STARTS A NEW YEAR WITH THIS 'EDITION'

Four Candles Top Pilot's Cake, If It Had This Luxury

Volume Four, Number 1, the beginning of the fourth year of publication, is being featured by the Pilot this week, with a feeble attempt to enumerate progress movements of the community in the past three years.

Many New Businesses

A look up and down the street will convince everyone that today one will see several new businesses, not seen in March, 1946. Among these are Hendricks Furniture Co., Redfield's Grocery, The Town Shop, Needham's Novelty Shop, Brookings Shoe Service, Williamson's Bakery, Vincent's Restaurant, Gift Shop and Shadow Room, B. and B. Cafe, Ken's Tavern, Mall Chain Saw distributors, and Jocken's Plumbing Co. Two new real estate concerns, Lower & Deveny and C. O. Leonard, were started since 1946. On the "cleaner" side of the picture are Cur-Del Cleaners and Self-Service Laundry.

New Home Leading Boom

Scores of new homes, the list being unobtainable by the Pilot, have been erected in this area since that time. Many lots, vacant three years ago, now are occupied.

Lumber Industry Moved In

In March, 1946, Woodworth's sawmill, now under lease by Gadberr & Campbell, was the only sawmill in this immediate area. Since that time, Brookings Lumber Co., Brimm Brothers, Landauer, Brown & Thomas, and Berger and Young have started operations. Bob Swan, purchased the Colegrove sawmill and property, and Craig Lumber Co. be-

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gan, north of town. The "Lone Star Lumber Co.," now under litigation, was also built, north of town.

New Buildings Erected

A look at the business section of Brookings will bring to anyone's attention the presence of new buildings. Charles Grayshel erected a building on his property which now houses the post office, Chetco Home & Appliance Co. and Moore's Variety & Apparel Shop. Across the street may be seen the Williamson Bakery. Redwood Barber shop was erected by Henry Leming but was used only a month prior to his death. Curry County Lumber Co. has expanded during this period from a single building to a large plant. Ed Thornton and V. A. Mendenhall Jr., owners of the Chevron Station, are in a new plant, erected last year. The Shell Station, now under lease to Haggerty Twinservice, was on the program of Roy Sunderland. Claude Goldizen and G. W. Darling erected a new garage building in the vicinity of the old lumber company mess-hall, and this also houses Brookings Machine Shop, a new business.

Two New Taverns Started

While James Robinson had a beer license for his Chetco Cafe at the time, he has since built a new tavern, next door and has established a new tavern business as did Ken Taylor and Clarence Stoller when a portion of the Nook Cafe building was remodeled for that purpose.

Three years ago the cleaning service for the area was at the mercy of Crescent City. This is not the case today, since Cur-Del Cleaners have been established. Now under ownership of Mr. and Mrs. Henry Horst, this business has expanded to include not only a large portion of Curry county, but goes deep into the Del Norte county area.

The Self-Service Laundry, established by C. A. MacKenzie, was recently sold, but has expanded in its service and popularity.

E. E. Hanscam & Sons have expanded to meet the demands of this growing community, more than doubling the size of their store in Harbor. These pioneer merchants have kept abreast of the time with little hesitancy.

The community, during the last three years has expanded rapidly in its schools. Since 1944 records reveal almost a 400% increase in school population. To

meet this demand, a building is now under construction, to be ready for occupancy next September. Like its schools, expansion of the community has been so rapid that none have quite been able to keep abreast. This may be attested by the fact that at least a hundred new homes are planned by people throughout the region.

The Pilot, in its three years of publication, has witnessed all this expansion, and predicts the next three years no slower in expansion.

In The Mail-box:

Editor, Pilot: When Henry Kerr came through Portland we had a short visit. He advised that you had received a wire from Harris Ellsworth to the effect that the Chetco river improvement was up for review, and asked that I find out what U. S. Engineers might have heard locally in this regard.

Mr. Hickson, chief engineer, was not available yesterday and today—Feb. 22—is a holiday. No one else in the local department had heard from Mr. Ellsworth, or had any word from Washington. It is possible that Mr. Hickson has, and I intend to contact him Wednesday. However, this is probably the situation:

Document No. 817 of the 77th congress, second session (which may be in your possession or at least the C. of C. of Brookings, or which could be obtained from the U. S. Printing office) outlines certain proposed improvements to the mouth of the Chetco river, and comments and recommendations of controlling government bodies. The entire project was apparently rejected in 1942, because of the war emergency. It would appear that Mr. Ellsworth has now been successful in bringing up the project again for complete review. This has no special significance except that Mr. Ellsworth is doing his job, and if the review is favorable, it'd probably go back to U. S. Engineers for another estimate of cost based on today's higher costs and then go back for consideration of inclusion under appropriations for such projects.

I want to especially call to your attention the fact that this improvement, if it does go thru will not make a harbor in the Chetco suitable for use in loading barges or small ships. It will have use as a fish boat harbor, and for towing rafted logs. The estimated depth of the channel that can be maintained, however, will not be enough for loaded barges or small ships. It will, however, prove very useful as a storage basin and refuge for

empty barges or ships, and we are extremely hopeful that the project will materialize. If this project gets favorable reception, the money could be much better spent on a jetty in the Chetco Cove—then we would have a real harbor.—Sincerely, H. E. Shillander.

I WRITE as I See It!

—BARTON W. MARSH—

In recording the genealogy of Christ, Luke traces it back to Adam, whom he calls the son of God. Luke 3:38. Evolution, in seeking to establish prior existence of man must first disprove the authenticity of both the Old and New Testament scriptures, which definitely fixes the creation of man upon the sixth day of creation week.

After the creation of Adam and his companion, Eve, God gave them the world and everything in it, except the tree of Knowledge of good and evil, for birthday present. This tree of knowledge of good and evil, they were commanded, under the penalty of death, to not touch, nor eat the fruit thereof. This reservation cannot fail to be regarded as an unreasonable restriction. The fruit of one tree reserved from the fruitage of the entire world is indeed slight compared with the world abundance.

In a former article we considered the expulsion of Lucifer and a large company of angels from heaven. Their crime was disobedience culminating in the attempt to overthrow the government of God. This tragic event occurred prior to the creation of the world. Failing in his effort to secure for himself the throne of God, and not having been denied access to the newly created world, Lucifer determined to accomplish upon earth the thing he had failed to do in heaven. He would defraud Adam of his rulership of the earth and establish himself in his stead. In this he was successful. See John 13:31; 14:30; and 16:11.

Since Adam, no man has given so much for so little in return. He lost his Eden home, his world estate and his life, not alone for himself, but for his posterity as well. Because Eve listened to the delusive words of the great deceiver, spoken through the serpent as a medium, Adam was led to accept a lie and to thereby violate the Divine prohibition.

By this act he accepted Lucifer as his ruler and became a vagabond in the world that so shortly before had been his own.

In exchange for his beautiful and peaceful world, Adam received from his new master

sweat and tears, thorns and thistles, toil and privation, covetousness and hate, enmity and pride, sickness and disease, war and destruction, death and the grave.

In order for Adam to prove the integrity of free moral and mental responsibility (and God would not have man other than a free moral and mental personality, it was necessary for him to be proved by test. Adam failed in his examination, but he was not forsaken and left to the merciless buffeting of his wicked overlord.

It was love that prompted God to create the world and place its rulership in the hands of Adam. When he lost his world estate and became an outcast Adam knew that he had by his transgression incurred the penalty of death. It was love that inspired the Creator to pledge the blood of his own begotten Son that Adam might escape death eternal and live again. He sincerely repented his great transgression and was forgiven. In that not far distant great day when Jesus shall come again, the day of the voice of the Archangel and the trumpet of God, The time when the dead in Christ are called from their silent graves, Aram and millions of his posterity who have believed and been obedient to the heavenly precepts shall live again and shall return to that first estate that was Adam's before his great transgression. This shall be, because "God so loved the world that he gave His only begotten Son, that whosoever believeth in him should not perish but have everlasting life." John 3:16.

What love, what transcendent love. Basis for this article may be found in the third chapter of Genesis.

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