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IT SEEMS TO ME:



By Dewey

Hearing on Chetco Cove, postponed on a previous occasion, is billed for Wednesday, January 11 to give people of this area an opportunity to gain a really good deep-water harbor for this section of the coast. Proper presentation of the case is vital—it must not be poorly handled by the local people, especially by members of the various chamber of commerce committees.

Without doubt, as I personally see it, the fishing industry by itself could convince the federal government of the feasibility of this project. Eureka and Coos Bay, each, have little more to offer in way of a good harbor for this type of craft, which annually swells the coffers of both California and Oregon several million dollars.

The army engineers are asking for facts—not hypothetical cases and figures, but facts. It is expected that figures, actual surveys must be placed before them to warrant granting any further funds toward a development, which, had it not been for the war, might have already been completed. The case, as of the late '30s, is at hand in Washington—what is wanted is a revised—or late edition.

I know that this data exists—I have seen some of it. I know too, that much of the data is convincing, and I know that it must be presented properly to be convincing. How far will the holders of this data go toward doing this chore? If I had the copy of data that I saw, it would fill at least two pages of the Pilot, would show columns of figures—actually now in existence, to prove how vital to the entire coast, Coos Bay to Eureka, this harbor could be.

Making of a deep-water harbor

here would cause many things to happen. It would be no time until a road would be built from 199, across the mountain, to connect with 101. It is not out of the realm of fancy to have the Southern Pacific extend a spur or branch line from somewhere in the neighborhood of Grants Pass to this point, and possible to terminal at Crescent City. A survey of this is said to be in existence.

There are mines from which chrome and gold could be produced, now lying idle for lack of transportation, not being of sufficiently high grade to warrant great expenditures now. A survey shows that native woods, so needed in furniture and special manufacture, now stand because of poor transportation facilities. Water shipment "made" such places as Coos Bay, Astoria, Aberdeen, and others—the same picture exists here today.

Those holding the complete data concerning the possibilities under harbor development are urged to present these, neatly typewritten, to the army engineers—it is vital that all facts be included—none less will be sufficient.

If this area expects to gain from this hearing it must be co-operative. Events like which happened last summer, cannot come out again, or the last opportunity is gone. Jealousy must not enter the picture this time, or there will be no need to hold this hearing in two weeks.



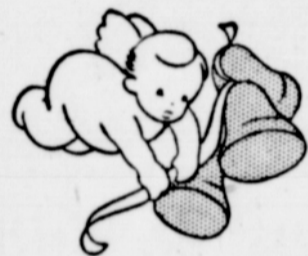
Let's hope you strike it rich this year.

GOLDIE V. SMITH and Post Office Crew



The New Year is like a re-birth of time itself, offering all the promises of a new world.

Roy Brimm
Cliff Brimm
Warren Smith



Once more all things are possible for all men to achieve.

Happiness ceases to be merely a word and again becomes a sincere wish.



BRIMM BROS. LUMBER CO. Brookings, Ore.

HAPPY NEW YEAR



1950

THOR PEGGY
STAN GEORGE
DON and LYLE



May the grand sense of freshness that accompanies the arrival of a New Year stay with you right on through the decade that is opening before us. We



wish for you not only a Happy New Year, but a happy 1950 to 1960.

PROSPEROUS NEW YEAR

BROOKINGS MARKET