

BROOKINGS-HARBOR PILOT

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LICENSE FEES NEEDED BY CITY

Many Pilot readers have come to this office to ask about Brookings City Licenses. "Why on earth do we have to pay a license to do business in Brookings—why, we never in our life before have been subjected to such indignities . . ."

Someone stated once: "there are but two things you can escape—death and taxes." Licenses are a form of taxes, in the case of Brookings to help alleviate property taxes, and most important the first few months to obtain money by which the city can carry on just a few of its most needed functions.

In addition to the city council which passed this ordinance assessing license fees, the Pilot has been assailed for this action. Both have been told it was unconstitutional, outrageous, and simply for the purpose of "putting out of hands" for some easy money. Is it possible that people can be so thoughtless as to make such almost idiotic remarks? Actually what do they think?

There're streets to keep passable, there're many expenses to be met soon, before the city will have received any of its gasoline tax or liquor tax funds from the state—and, of course, taxes from the property in the area.

The city council, in setting up the license ordinance, kept forever reminding itself that there must be fairness on every side—that there be no inequality. Immediately, people began criticizing, saying that it was grossly discriminatory, inequal, and such accusations.

The Pilot will not state that the council is above making a mistake—but it will assert that few will be made by the men who make up the council. Certainly no city ever had a more honest, and earnest group of men to head a city government. They are giving hours upon hours of their time, without any hope of compensation, to make Brookings a model city—and against odds.

Nothing Too Good For Departed Pal

Probably the greatest expression of love ever to be manifest in this part of the state, has been

seen evident since news came out of the sudden death of Lyndel Fading, popular senior of the local high school, who also was prominent in athletics. The entire school, to a student, is doing something definite about it.

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A trophy case will be dedicated in his honor; his basketball suit will be permanently retired, the number never to be duplicated.

The Lettermen's Club, Seniors—and down to the freshmen—cannot do enough in his memory. Sunday, those nearest to this popular boy, went to Rev. John Mumbower, asked that special services be held, and during the evening, 22 went forward, dedicating their lives in a religious way. "I simply am amazed by the events," was all Rev. Mr. Mumbower could say to the Pilot.

There has been a definite sobering effect among students to "remember Moose" (as his intimates called him) by setting an example for manhood in this city.

Just PERSONAL



By DEWEY

Many people of this area have been lamenting, rather meekly at that, about the traffic hazards caused by youth at the wheels of cars on the streets and highways. Others seem to overlook the fact that "it isn't bad in this area" as compared to other areas. That does not alter the fact that conditions are bad.

It is not only this community that suffers this craze among the youthful drivers. Some communities over the state, especially the larger cities, are getting "real tough" by passing ordinances to curb this practice. Especially do parents of children owning cars need exercise caution. Several of them have been observed speeding on the side streets of town, of being extremely reckless.

Of course, the youth do not hold "any corner" on the reckless driving. There are many, and in their community too, who take a few drinks and are seen to get in cars and drive away. Luckily, no serious accidents as yet are attributed to this major cause of accidents, but there can be a first time—and perhaps serious.

Communities are reluctant to pass ordinances or rules against the youth and their right to drive cars, but hope is held that youth will only act carefully in all its driving—and thus insuring a few more years to be around with their pals.

California, the phantom Golden Bears—have hit another new painful wo in the 1952 football race, when Saturday, UCLA did add insult to injury by trouncing the Bears 21-7. Washington Huskies again were humiliated and by the three-times beaten OSC Beavers, which did not make for a happy time in Seattle where a student editor was given a head shave by the football players.

Highly touted before the season opened, both these teams have all the shame possible heaped upon them by lowly teams which did not rate among the experts. It proves that football has changed. OSC redeemed itself among the fans by this victory, Saturday, so now have come to be reckoned by other schools.

Before closing this column I would like to pay tribute to one

"good scout," Lyndel Fading, who met his death last Saturday. It was a sad blow to his class and school mates, who loved that big boy—his cheery and shining face—and grownups as well, who had to hide a tear when the news did break.

Lyndel was so capable, it always seemed, around machinery, and he certainly was not a reckless lad behind a steering wheel. His death was due to faulty judgment, which happens almost daily to adults.

Lyndel was a lad whose big and generous heart would stand for no injustice to the little fellow. He was constantly the big champion to the little boy on whom others might pick. Have always observed that he was a respectful lad to his elders. He seemed to always enjoy talking to adults, to gain all he could from their experiences.

His passing takes from this city not only a potentially great man, but a lad whom I liked immensely as a son, if I may be permitted to say it that way.

The local aerie of Fraternal

Order of Eagles has assumed another civic project in that another scout troupe will be formed in Brookings, taking boys from 11 to 13 years, inclusive. This is a move destined to create further scouting interest in this area which once was a "hot bed" of scouting activity.

Many of the organizational details have not been cleared, but it is expected that the troop is to be in functioning by the middle of December. The I. O. O. F. has the other and original troop.

Pilot class ads pay—use them.

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