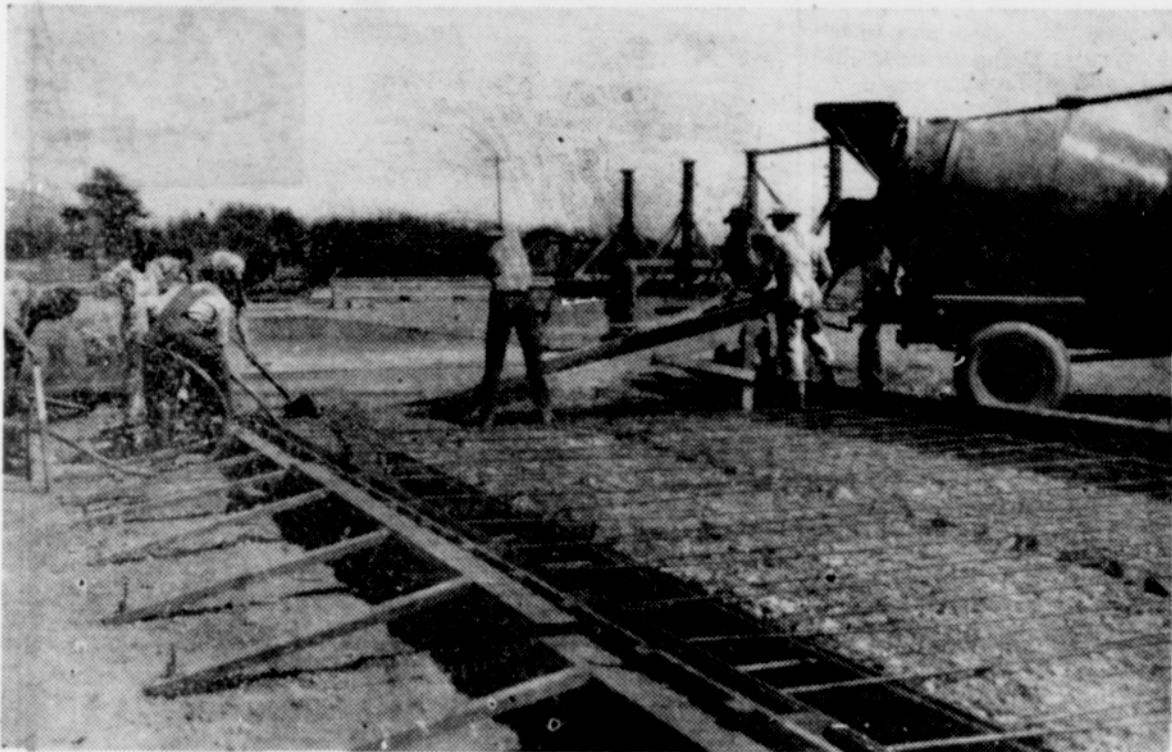




Beginning Of Plywood Plant Construction Last Summer Added Impetus To Industrial Growth of Curry County



"Upon a firm foundation" now rests the mammoth structure which houses the Brookings Plywood Corporation. This illustrates the beginning, last summer of the construction of the plant which will mean much to the economy of southwestern Oregon. The plant is now in operation, employing several hundred people.

Elsewhere in this issue are pictures showing construction in the different stages, to give the reader a graphic picture of the size and scope of the new plant. Plans for the plant are similar to the plant at Grants Pass. Orders for the product, according to officials, assures a long-time economy for Southwestern Oregon.

Brookings Incorporated In 1951 And Named Council; City Faces Gigantic Building Program In Coming Few Years



Feeling strongly the need for a municipal government, people of Brookings, in July of 1951, petitioned the county court for an election to incorporate, held July 10 By a vote of 153 to 85, incorporation was carried, with council election set Wednesday, Sept. 12, at which Robert O. Dimmick (seated, center) was named mayor by 176 vote; Warren Smith, 145 votes; Pete J. Lesmeister, 133 votes (seated left and right beside Mayor Dimmick); Charles Young, 129 votes; Fred Fox, 113 votes, (standing, left and right) were named as the first council of Brookings.

A tremendous task faces this group in the building of a city government, to plan all policies to do the most good for the most people. Until the city government is fully organized, the group meets weekly on Tuesday nights.

These men, all successful in their own respective businesses, are trying to form a city government which will encourage the proper and stable growth Brookings is entitled. No haste is being made, lest errors should creep in the book of ordinances. "We want Brookings as a model city, with a city government that assures freedom, that encourages," was the expressed sentiment of all at the first meeting.

View Of Town Is Out-dated; Growth Pace Gets Faster

Time, tide—and rapidity of all changes in this area—wait for no man. The picture of Brookings, shown above, was taken last fall by Ralph Vincent, from Hotel Brookings. Since then so many changes have been wrought—so much so that the picture is actually out-dated.

First to catch the eye is the Rexall sign. F. A. Arrell moved to the new Man'ey Building, next to the Pine Cone theatre, in the center of the picture. Since the picture was taken, Freeman's Market has been completed and is now serving this area.

Most of the changing scenery of the area naturally will not be included in the picture of Main street, or Chetco Avenue, as it is shown on the city plat.

Back in March, 1946, at the time the Pilot was launched, this scene was quite different. At that time there was no Grayshel building, now housing the post office, Moore's Variety and Apparel, and Chetco Home and Auto Supply.

Moore's Variety and the post office, then, were in the building at the left, purchased last year by Curry County Bank.

At the time the Pilot came to the area, the present Brookings Market was under construction. At that time the present Shell station was non-existent; as was that whole side of the street toward the east, and including the buildings occupied by Gallagher, O. K. Rubber Welders, Chevron Station.

When the Pilot published its first issue, what is now the Hendricks Building, then, was a big pile of dimension lumber. Such was partially the scene here.

Now, those of you who walk up the Main Drag, note the Clinic building; Redfield Grocery and the Goetz building, where at that time stood the Chevron Station, and across the street was a small building housing Chetco Cafe. Times have changed!

Across from the present Redfield Grocery, in 1946, was a vacant lot, where once stood the famous St. George Hotel. Now it is occupied by a new Mobil station, and the street line has a metropolitan look. Tom Moore's hill has been lowered, and the general topography of the city is drastically changed.

South from the present Mobil station stood the old-time mess-hall, now converted into a warehouse and apartments. Now, just across the street stands Brookings Garage and Machine shop. The building housing these two businesses is new.

Beyond this point there was nothing except the remains of the once great Brookings sawmill. In that stead, today, stands the Fox Bros. building, Brookings Plywood plant, and sawmill (this being installed in 1947 by Brimm Bros.

Time marches on—and in its wake arise new buildings, new homes, and subdivisions. In any direction on the compass from the theoretical city center one will see almost nothing but buildings in the various phases of construction—and stakes driven to denote where other soon will be started.

Most noticeable is the growth to people who have been away for a time. Time doesn't march to them—it simply flies

SOUTHWESTERN OREGON IS NEW LAND OF OPPORTUNITY FOR ENTERPRISING BUSINESS

For those men who wish to invest capital in such businesses as fishing for commercial trade, or such small manufacturing plants to turn out unpainted furniture, southwestern Oregon offers much. With native woods, with plywood available, with lumber handy, there is an abundant source of materials.

Fishing, in Pelican Bay, has never been touched to any extent by commercial fishermen. If any activity were manifest along this line, certain a small amount of work at the mouth of the Chetco would offer fishermen a haven for their craft. Cedar Lane Cannery, now doing some commercial canning as well as sportsmen's canning, is available for processing of fish from the sea.

It would be folly to attempt to convince people that this area is fully developed—far from it—actually the area is still much in the primitive state—lacking in adequate highway facilities which are long over-due for such a route as Highway 101—the scenic Oregon Coast Highway which tourists know so little about.

This January 7, Brookings Plywood Corporation opened its operations, which will employ about 400 in all its operations. There are a number of sawmills in the area employing almost a like number of men. These mills will create the source of supplies for several by-products which could be made profitable for the state's economy.

Raising of New Zealand flax, substitute for hemp, is potentially another great industry for this area for this hardy plant grows exceptionally well in this coastal climate—and especially this area.

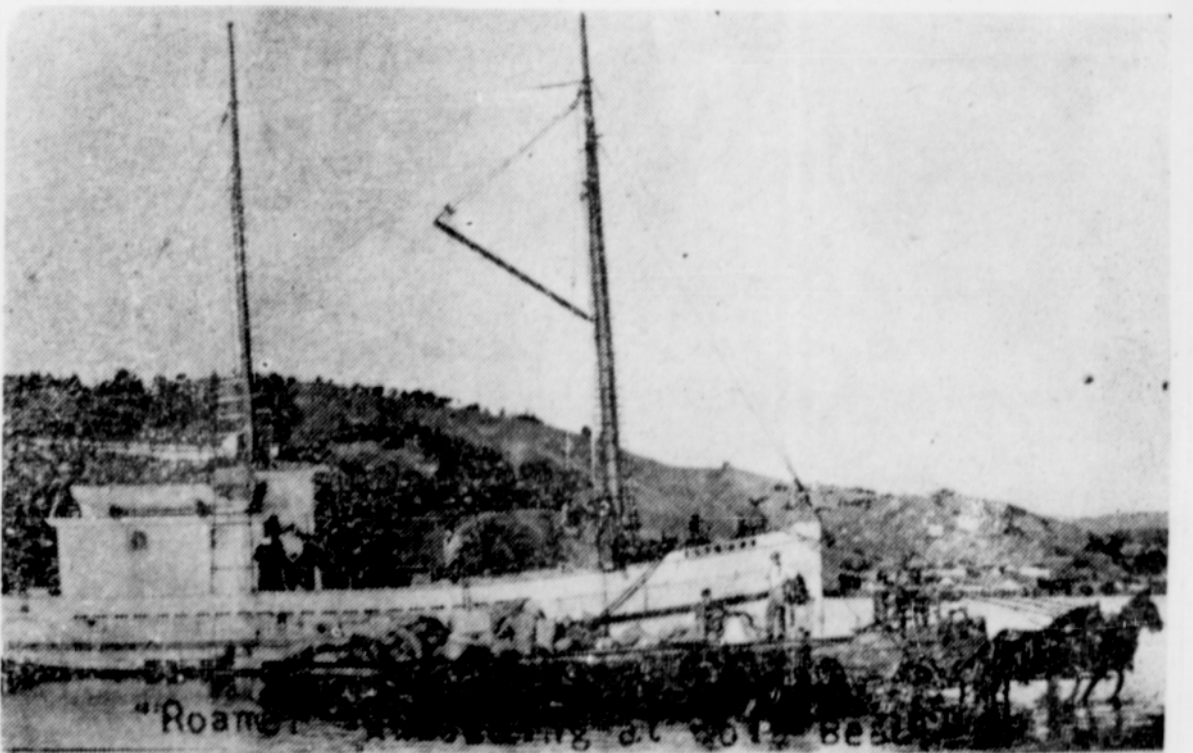
Brookings-Harbor Pilot

BROOKINGS, CURRY COUNTY, OREGON—*Land of Opportunity For Many*

Gold Beach, At Turn of Century, Was Just Small Village; Boat Was Principal Mode of Freight To Those Pioneers



Gold Beach, at the turn of this century, is graphically explained by this "photo" and does not resemble the county seat of Curry County today. No attempt is being made to give a history of Gold Beach, for this has been done more ably than the limited space of this edition would permit. It is, however, the attempt of this issue to show "how far everyone has come" in way of progress in recent years.



There were no roads in those days—just ask any pioneer of the county. Freight in those days was entirely dependent upon coast-wise boats (or ships) as may be seen in this picture of the "Roamer" being unloaded at the mouth of the Rogue.

Water played an important part in the development of early-day Brookings, as it will be attempted to prove elsewhere in this issue. However, when the lumber industry was closed at Brookings in the '20s, nothing was done to expand the economy of this section of Oregon until Highway 101 was completed. It cannot adequately serve the communities of Curry County today. Waterways must be studied.

While the Pilot is trying to show something of the progress of this area and of Curry county, the Pilot is trying to use material that is available, knowing full well that this work will not be complete. Tasks of this sort are great undertakings, even for metropolitan newspapers with all their facilities. The Pilot with its small force cannot be expected to imitate the efforts expected of a big daily newspaper.