

# BROOKINGS-HARBOR PILOT

THERE'S NO SUBSTITUTE FOR CIRCULATION

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RECENT articles in the Brookings-Harbor Pilot have called attention to the Chetco River Mouth Development and its importance to this area. Actually there are two projects in this area seeking aid from U.S. Army engineers. One of these is designated as the Chetco Cove, requesting a breakwater for a deep water harbor, to permit ocean-going ships to call at this port to carry cargoes of lumber and lumber by-products to the eastern seaboard and foreign markets. The other is the development at the mouth of the Chetco River requesting construction of a jetty on the south bank of the Chetco River with a channel opening of 150 feet and a stone dike on the north bank to stabilize the north spit. This would give an approximate depth of eight feet of water at mean low tide at the mouth of the Chetco River. This would furnish a haven or refuge for small craft that ply the coastal waters in the summer as well as making the inner basin available for shallow draft fishing boats. Now, which one of these two projects should we support? The Chetco Cove or the Chetco River mouth development.

It should be of interest to our readers to know what action has been taken on these projects, in order that they may be brought up to date on this matter. The Committee on Rivers and Harbors of the House of Representatives (by resolution adopted March 100, 1938) requested the board, chief of engineers for rivers and harbors, to review reports on the Chetco River mouth development, (printed in House Document No. 92, 52nd Congress, 2nd Session) with a view to determine whether any improvement of the Chetco River mouth was advisable at that time. A report was submitted to the chairman of Committee on Rivers and Harbors, House of Representatives by the office of the chief of engineers, Washington, D. C., on Dec. 23, 1941, which has been printed in document form (No. 817 of the 77th Congress, 2nd Session) approving the cost of the project which was estimated at \$189,000 for new work and \$8,000 annually for maintenance, provided local interest furnishes free of cost to the United States a suitable quarry site and necessary rights of way and easements for prosecution of the work. But due to the war in 1941, all funds for rivers and harbors projects were frozen for the duration. Since 1945, although this item has been in the budget, when it gets down to brass tacks in cutting appropriations from the various budget items, some of these new projects are cut out and this Chetco River mouth project is one of the first to get the axe. The Portland district office of the U.S. Army engineers has certain projects that are carried on the budget from year to year, such as the Columbia River and Willamette River projects which have been classified on a priority basis due to flood controls and the construction of new dams and these aforementioned projects maintain a corps of engineers at all times, and they are naturally the ones that the Portland district office favors in its budget when the time comes to cut down on the various new projects. One other item that has been set up for maintenance under the rivers and harbors budget is the dredging operation at Coos Bay and other ports along the Oregon coast.

With reference to the Chetco Cove project requesting a breakwater for deep-draft ocean shipping from this area: In 1919 when the C&O Lumber company operated its mill at the present location of the Brookings Plywood corporation, it constructed a dock which extended 1200 feet out into Chetco with a 25-foot depth at low mean water, which permitted its own boats to load out lumber and unload incoming freight. This was a private dock and for that reason the U.S. Army engineers could not make any improvement for breakwater unless the C&O Lumber company would convert its dock to public use. This it refused to do as it would invite competition. According to the old files of the Chamber of Commerce, briefs and contracts with the U.S. Army engineers were started in 1933 or before, to seek aid in having the Chetco Cove project approved. The last year that the dock was used for shipping lumber, 76 boats loaded cargo out of Chetco Cove for California markets. That is quite a record. You realize that there was no protection from the open sea

and in case of a sudden storm the ship would put out to sea until the storm was over.

In 1950, a hearing was held at the Chetco Grange hall in January, at which time oral testimony as well as a revised brief was submitted to the U.S. Army engineers. At the hearing a number of fish packing plants did not have their representation on hand to present their proposed plans for development; also there was no representation from outside timber owners as to the disposal of their products. There were no immediate plans presented for the development of the minerals which has been enumerated both orally and in our brief. All of these factors had a bearing on not warranting a favorable recommendation from the Portland district office of the U.S. Army engineers.

In July, 1952, Congressman Harris Ellsworth and Colonel Lipscomb, district engineer from Portland, met with the directors of the Brookings Chamber of Commerce and the City council. The purpose of this meeting was to acquaint Colonel Lipscomb with this area and also review the Chetco Cove and the mouth of the Chetco River. It was the opinion of Colonel Lipscomb at that time that the Chetco Cove project would be of more economic value to this community than the development at the mouth of the Chetco River. The Chamber of Commerce presented Congressman Ellsworth and Colonel Lipscomb with a revised brief and a commitment to complete a brief of the potential area to be served.

Several weeks ago, at a luncheon meeting in Gold Beach the Brookings-Harbor delegation had a chance to talk with Senator Guy Cordon, who advised us to form a port district at once and begin to compile all the information we would need to support us in the development of this project. Senator Cordon emphasized that we should be prepared to submit complete and detailed information as well as personal representation when this is presented in Washington, D.C.

With the development of the Chetco Cove, the prospect of obtaining a road over to U.S. 199 would be met with immediate support in the areas of Josephine and Jackson counties. This would materially aid our area in the summer and fall to bring Southern Oregon people here who enjoy fishing and the ocean beaches, and who now travel to other parts of the state for this pleasure. Another possibility is the exportation of fruit from the Rogue River valley and other products from Southern Oregon. Along with bringing about development of the mineral resources in Southern Curry county. Some of these minerals are important to our natural defense for stock pile measure and only await low cost transportation.

The fulfillment of either of these projects must naturally have the entire support of the community.

C. H. GRAYSHEL.

facts about our community today, and file it away until one year from today, and then make another inventory. Let me tell you that you are going to be more than just amazed.

When I get the biggest thrill is a talk with people who have been away from this community just a matter of months, and to have them come back and see the many changes wrought. Just try this sometime, and see what a big shock you will get. We are too close to the trees here to see the forest—if you know what I really mean.

## Defense Bond Sales Reflect Steady Trend

The steady trend in U.S. defense bond sales in Oregon continued through the month of October, as series E defense bond purchases equalled last year's sales.

C. M. Gray, county chairman, reported state-wide sales of \$2,199,949 in series E bonds and county sales of \$3,825,000. Total state-wide defense bond purchases in all series amounted to \$2,358,867.

Gray said that continued accumulation of savings through defense bonds by thrifty citizens is a reflection of their desire to provide for financial emergencies and opportunities in the future. "The backlog of future purchasing power represented in defense bond holdings," he pointed out, "will further our efforts to help insure a stabilized economy in every community."

### Announcing

## The Stocking of a Small NURSERY BUSINESS In Brookings

I have received a shipment of Camellias and Evergreens. Reasonably priced from 75c on.

LOIS G. KIRWAN

On Easy Street near Highway 101 The Old Stubbs Property

## 'Just Personal'

EDITOR'S NOTE: "Just Personal" column by DEWEY, Thanksgiving Day 1951 is reprinted:

By DEWEY

This is Thanksgiving Day, 1951, and despite everything, it seems that we still have plenty to be really thankful for—so much. I can imagine many things in our community which might have been worse, thus giving us cause to find fault. It is a custom of mine each year to take an inventory, as it were, of the things which have happened to me. My balance sheet has always surprised me.

First of all, I am thankful to live in this community—one which is so enterprising—so alert and so alive. Our growing pains are sometimes almost unbearable, but yet I can find that they are endurable without too much trouble. I am thankful for our progress the past year—and I seriously doubt if any of us have fully assessed the many changes.

I am thankful for my friends—disagree with them as I may have in the past year—for I have found them to be honest and good friends. Sometimes our disagreements have been blessings which took me some time to see and fathom, but I'll admit that I have found much good from all of these.

I am thankful that our city is incorporated and is started on the road to becoming a great place. I am thankful for the men you people have chosen as the council, for I firmly believe you did just more than a good job. These men are doing the very best they know how, and as far as I am able to see, making no mistakes.

I am thankful for my business

working people who are doing a great job of keeping abreast of the times—at least to the extent of their abilities. I am thankful that more and more new people are seeking a right to become a part of this community—that is certainly a healthy sign.

Just for fun, and for a lot of self-satisfaction and information, too, let us, today, jot down the

## PUTTING MONEY TO HOME USE



One of the principal aims of this bank is to develop home territory. Our loans are largely centered here. We are encouraging and cooperating with local enterprise.

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