

**BROOKINGS HARBOR PILOT**

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**BROOKINGS SAFE THROUGH STORM**

AFTER GETTING REPORTS of storm results in Northern California and from different parts of the state, the people of Brookings felt as a whole that we weathered the storm easily.

Other than the La Barge destruction there was no major calamity. No lives were lost, it was not necessary to take to the hills, and although we were isolated we were not inundated.

When the scores were added up on both sides it is found to be mostly a matter of inconvenience and extra work. We definitely had enough to eat.

True, many a home and building leaked after the continued rain, but that happens every year. The lull in the storm Monday allowed time for water to run off. This coastal land has that property about it of shedding water quickly. A few hours after an ordinary storm the top soil is not soggy.

If you are feeling badly, think how happy the students are over an unforeseen emergency.

**WASHINGTON WEEK**

By Harris Ellsworth, M. C.

WHEN A NEW Congress begins its work it generally takes some little time to get organized and legislation started. No bills are carried over from the previous Congress—everything starts new. This means, of course, that after a bill is introduced it is referred to a designated committee. The committee must hold hearings and spend considerable time on each bill before reporting it to the floor. It will be at least a couple of months, then, before this new Republican controlled 83rd Congress will actually produce any new laws.

Meanwhile the organization of the House and the filling of committee seats has been done very rapidly. I cannot remember a session opening since I have been a member of Congress when the committees were organized as early as they have been this year. Since regular legislation usually requires long and careful committee consideration, it is likely that the only actions by the House as a whole during the next several weeks will be the handling of various House resolutions. These will be resolutions authorizing and directing the investigation of various matters.

In this category will be my resolution, renewing the one passed last year, to study the Indian Bureau and its activities in selling Indian timber lands in Oregon and elsewhere. A resolution of this sort can be, and usually is, handled quickly by the Rules Committee. Such resolutions are generally passed by the House without much objection.

The Oregon delegation in Congress was pleased that our new member, Sam Coon of Baker (who replaced Lowell Stockman from that eastern Oregon district), was made a member of the House Appropriations Committee. Newly elected members of the House are not generally put on that committee so it is quite a compliment to Representative Sam Coon that the committee on committees, which

made the selection, saw fit to give him this much desired committee seat.

Speaking of committees, the Republican majority in the House found itself in a peculiar and uncomfortable position when it started to organize the committees. After all, the heavy work of the House is done by committees—only final action on legislation comes on the floor of the House. What we discovered was that we have only 219 members available for committee assignment. (Our majority is 221 but neither the speaker nor majority leader is assigned to a committee.) However, since we are entitled to majorities on all committees the total number of Republican seats to be filled is 237. Since the House rules permitted assignment of only one committee to a member we were in a spot—because without filling all of the seats we could not control the committees, which is the proper function of the majority. The only solution was to amend the rules so that a few members could serve on two committees. The minority very generously agreed to the proposed amendment so the committees will be properly filled. This could possibly mean that some of us from Oregon will be given additional committee assignments.

THERE SEEMS to be a fine feeling of good will and hope of success for the incoming administration. It seems to me that criticism of President Eisenhower's appointments and statements has been at an absolute minimum. This may be just the calm before the storm, but I don't think so.

**Daffodils Shipped January 12**

The first field-grown daffodils of the season to be shipped were sent Jan. 12 by Birger Dahlstrom, Harbor, Proof of the product was brought to The Pilot in the form of buds, the state in which the flowers are picked for shipment. These buds, when placed in water in a warm room, open up soon, giving beautiful yellow spring blooms.

Mr. Dahlstrom has grown daffodils for a number of years. He enjoys his work except when it is raining when flowers are to be picked.

**For What It's Worth**

By CLIFFORD P. ROWE

WORD IS OUT that a few of Eisenhower's campaign backers are becoming somewhat bitter.



Sees that so far they have not been offered government positions. This is the best news news that I have heard since election night.

The principal reason that I backed Eisenhower for president, even before the nominating convention, was his excellent record of choosing good men as subordinates. His appointments since election have confirmed my original convictions.

I suppose it is only human nature for people to expect some reward for effort in behalf of a successful candidate. At the same time, it is highly essential that the president, if he lives up to his oath of office, should give to the people the clean and efficient government promised.

Attempts, and highly successful ones, on the part of the past administration to reward all those who worked for the party by providing extra seats to the "grave train" had much to do with its ultimate bogging down. An executive who takes seriously the wishes of the people must always place ability above friendship if a choice has to be made. A real friend will realize this necessity and his unselfish acceptance of the situation will add much to his own political stature.

Only the most prejudiced would contend that selfish office seekers are confined to the Democratic party. There are probably just as many potential mink coat and deep freeze addicts in Republican ranks as in the Democratic. The manner in which President Eisenhower disposes of them should emphasize the difference between the two administrations.

For the disgruntled office seeker, there is always the alternative of going independent. There is a lonely man in Washington, D.C., who would undoubtedly appreciate company although he might face with reluctance the possibility of having to share the spotlight of maverick publicity.

**School News**

The local school board met Monday afternoon and decided that in view of the road conditions on all of the bus routes, that transportation was impossible, and therefore, for the best interests of the school classes should be suspended for the week. Approximately half of the population of the school are bus students.

Absent on Monday were Mr. Harrison, who had gone to Eugene on Thursday night for medical-dental treatment. Mrs. Henry, who had gone to her home at Pistol River for the week end; Mrs. Hale, who has been absent since Christmas because of an injury in an automobile, and Mr. Peffley, bus driver, who had gone to Medford Friday night. Fortunately, first semester exams had been given before the storm which makes possible clearing up the first semester's work.

In the basketball schedule, the Brookings Bruins did not go to Port Orford Saturday night, and there are no games scheduled until Saturday night of this week, but road conditions will no doubt make it impossible for Ophir to come to Brookings Saturday.

The games with Langlois Friday night played here were both won by substantial scores.

**Columbia Lightship Brought Here From East Coast**

The new Columbia lightship, brought around from the east coast for permanent station at the mouth of the Columbia river, is now back on station after annual routine repairs in dry-dock at Seattle.

Last year the new lightship replaced the old Columbia which had guarded the sea approach to the Columbia river for approximately 40 years.

The new Columbia is equipped with a high-intensity light. It is now of 15,000 candlepower which is standard for major lightships. The use of this higher intensity will make the Columbia signal visible to a distance of 14 miles on a clear night. Her compartments are all structured for utmost convenience while living at sea. The ship can make her own fresh water, a feature the old Columbia lacked. She depended solely on fresh water storage. She is also equipped with the latest in fog signal apparatus, air conditioning, radiobeacon and radio. Her recreational facilities include a hobby-shop and reading compartment, providing the most comfort possible for the crew's 42-day period at sea.

The commanding officer of the new Columbia is Chief Boatswain Roland E. Miller. This is Mr. Miller's third lightship and he states that it is a great improvement over the old type ship. He further added that the morale and conduct among the crew is exceptionally high.

Lightships are actually floating lighthouses placed on station in locations along the coast where it would be impracticable or needlessly expensive to build a lighthouse. Quite frequently, they mark the approach to a port or the outer limits of outlying dangers. Occasionally they are used in inside waters. The forerunner of the modern lightship was the beacon boat which was originated in 1789. It was a small boat with colored daymarks on the mast and was used for about

31 years. There was no sound or light equipment on the beacon boat and consequently, it was superseded by the light and bell boats in the early part of the 19th century. These light and bell boats were queer vessels made of iron, flush-decked, turtlebacked and with a light or bell clappers fastened to the mast. Later, daymarks were added. Light boats, or floating lights, as they were then called, were mostly anchored in inside waters and it was not until the development of the sturdier lightship that hazardous locations along the open coast were able to be marked.

The first light vessel to be placed on the Pacific coast was stationed at the entrance of the Columbia river in 1892 and was propelled by sails. At one time during her history, she parted her moorings in a tremendous sea and heavy gale and was stranded on the shore near the mouth of the Columbia river. The No. 50, as she was known, was constructed of wood and remained in service only until 1909 when she was replaced by the steelhulled lightship. During the amalgamation of the lighthouse service and the Coast Guard in 1939, four lightships, the Columbia, the Umatilla, the Swiftsure and the Relief were transferred to the Coast Guard. These four lightships maintained only three stations as the Relief was used on all stations as relief. All but one was built around 1908; the Swiftsure was the newest and it was completed in 1929.

**NOTICE!**

The All Year Events association will hold a meeting in conjunction with the Chamber of Commerce Thursday evening, Jan. 29, at the Grange hall. This information was made known by Ed Dempsey, vice president of the association, who is in charge during the absence of Joe Taylor.

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