

**BROOKINGS HARBOR PILOT**

THERE'S NO SUBSTITUTE FOR CIRCULATION

Entered as second-class matter, at the postoffice at Brookings, Oregon, March 7, 1946, under the Act of March 3, 1879.

MINNA AKERS, Owner and Publisher

**SUBSCRIPTION RATES:**

One Year, in advance (in Curry County) .....\$3.00  
 One Year, in advance (outside Curry County) .....\$3.50  
 Classified Advertising Rates, 15c per line—Minimum 50c cash.

All advertising copy must be in by 5 o'clock Tuesday evening to insure publication.  
 News items and classified ads will be received up to Wednesday noon.

National Advertising Representative

**WEEKLY NEWSPAPERS REPRESENTATIVES, INC.**

New York Chicago Detroit Philadelphia

NOTICE TO SUBSCRIBERS: Kindly notify of any change of address in advance. Failure to do so costs two cents per issue sent to the old address. Subscription will be dropped unless subscriber notifies Pilot of change.

AS THE TIME comes closer to the realization of water transportation in the Brookings-Harbor area, there is one phase of this development which should not be delayed, the formation of a Port District. This is secondary in importance only to the actual approval and construction of the harbor itself.

Normally the preparatory work now being done by the Chamber of Commerce such as gathering statistics, preparing briefs, meetings and correspondence with interested parties and numerous other details are a part of the function of the officers and directors of the Port Commission. The point I wish to make is that at present we are in a sense "putting the cart before the horse" by not first forming the Port District and then starting the groundwork, with properly appointed officials and an incorporated district.

Forming a Port District is not an overnight job. First the physical boundaries must be established in accordance with law. A duly constituted election must be held by the registered voters within that boundary to determine their willingness to form a Port District. Then the Governor of the State of Oregon shall appoint five commissioners from among the legal residents of that district to perform such duties as necessary to properly operate the corporation. These five appointed commissioners are to the Port District what our councilmen are to the City of Brookings, and their activities are controlled by Federal and State laws.

Following is briefly part of the grant of authority to the Port Commission taken from Section 105-509, Oregon Compiled Laws Annotated: To improve all bays, rivers and harbors within the limits, to contract with the Federal Government for such work, to exercise the right of eminent domain, to have authority over harbors, wharfs, navigation and son on, to maintain tug and pilot service, to construct canals, power plants, piers, warehouses, wharfs, bulkheads, drydocks, etc.

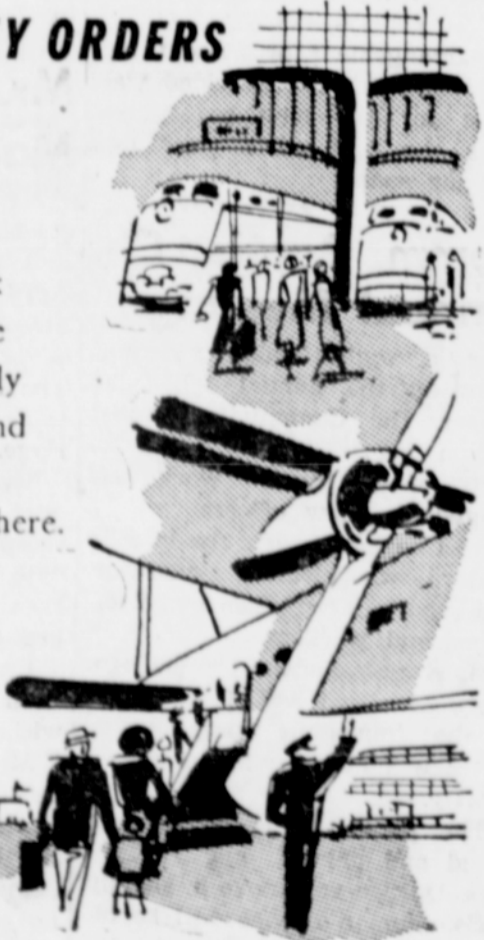
The Chamber of Commerce which is now taking the initial steps is not authorized by law to perform the above duties, and will soon reach the point where no further progress can be made until a Port District is formed to accept that responsibility. A special election must be held to create this Port District and every voter should recognize the importance of this step by obtaining facts from reliable sources and giving it considerable thought and discussion.

C. D. M.

**BANK MONEY ORDERS ARE GOOD TRAVELERS**

You can buy Bank Money orders here quickly and cheaply in any amounts, and use them to send money safely anywhere.

For convenience and protection—use Bank Money Orders.



**OREGON STATE BANK**

BROOKINGS, OREGON

"Your Dependable Home Institution"  
 Member Federal Deposit Insurance Corporation

**Letter From Washington**

HARRIS ELLSWORTH, M.C.

DURING THE DARKER days of World War II we faced the grim possibility of a shortage of aluminum. We had developed or were developing sufficient capacity to produce the metal itself but the dwindling supply of raw material—alumina—caused serious worry. Our own deposits of high grade ore, bauxite, located mostly in Arkansas were running out. We were importing (and still are) bauxite from Guiana but the German U boats were taking a terrible toll of the ore fleet.

To develop a sure source of alumina the War Production Board constructed a plant near Salem, Oregon, to extract alumina from clay deposits. The submarine threat was removed and then the war ended. The plant was not used for the purpose of extracting the white powder, alumina, from which aluminum metal is made, from the clay abundantly available in Oregon. Nevertheless, the United States is still short of bauxite. We should be getting aluminum from the Oregon clay.

The Bureau of Mines electro-metallurgical laboratory at Albany, Oregon, has been working on the problem with a new approach. In fact, the experiment, although conducted by the laboratory, has been financed by the Apex Aluminum Company of Chicago. The new approach is to reduce aluminum directly from the clay without going through the alumina process at all. They have done it successfully. The process is simple. Just take a ton of clay, add two tons of sawdust or hogged fuel, put two long carbon electrodes into the mass turn on the electricity and a half a ton of metal will flow out at the bottom of the crucible.

This resulting metal will not be pure aluminum but will also contain silicon. It cannot, therefore, be used to make aluminum sheets or wire or things like that, but aluminum castings can be made of it. Since about 20 percent of all aluminum produced goes into castings, it is obvious that this "new method" aluminum will be widely used.

Oh, yes, it takes 25 percent LESS electric power to make aluminum this way than by the conventional method!

That is quite a story, I think. Furthermore, the whole thing is very important to Oregon. I understand the Apex Company has joined with the American Smelting and Refining Company of New York in plans to build a plant for making this metal from clay at Springfield, Oregon. The clay, I believe, will come from Hobart Butte deposits near Cottage Grove.

HERE IN WASHINGTON the pro-new deal press has been doing a little sobbing over the fact that a few high level policy making hold-over employees of the Truman administration have been dismissed and replaced with new appointees. Particularly has Secretary Douglas McKay been criticized for removing the director of the Bureau of Land Management.

In this connection a fair question arises: Did the people of this country overwhelmingly vote for a new administration in our federal government or didn't they? The administration does not consist of just one man—the President. It is made up of a thousand or so persons who make decisions for which the President is responsible. The director of the Bureau of Land Management is such a person. I hold that it

**For What It's Worth**

By CLIFFORD P. ROWE

MY PEACE of mind has been dealt a terrific blow of late. The resulting mental condition has not been helped one iota by the fact that I am completely in the dark as to where to place the blame.

At times I suspect one who is nearest and dearest to me of being behind the diabolical trick; and then again I experience a sinking feeling in my stomach

when I am plagued with a lurking doubt that maybe my own weakness has been my undoing. My hat has disappeared!

Naturally, women who look upon a hat as being merely an item in a never ending series, selected to conform to their ever-changing hair-dos and dyes, will have very little sympathy for me. But men who know what it

is impossible for President Eisenhower, through his cabinet officers and their top level assistants to conduct the kind of an administration we voted for if the job must be done with Truman appointees. The sooner everyone who was in the former administration at any sore of policy making level of importance can be removed and replaced, the better. I do not see how we can possibly have a genuinely new administration until that is done.



means to have a hat which has become an essential part of their personality through long years of companionship will understand my being upset.

I bought this hat ten years ago. It took three years to get it to the place where it felt comfortable to wear. Seven years, four cleanings, and two blockings later it was so much a part of me that when I appeared without it, my friends passed me by in the street not even recognizing me.

Sundry times before it has disappeared, but I have always unwittingly my spouse in the long run by finding it. Twice I had to repurchase it at rummage sales where it had found its way without my permission and where my spies had spotted it and reported.

I loved that hat and now it has departed. I am left to mourn alone, for the remainder of the family seems strangely relieved and unconcerned.

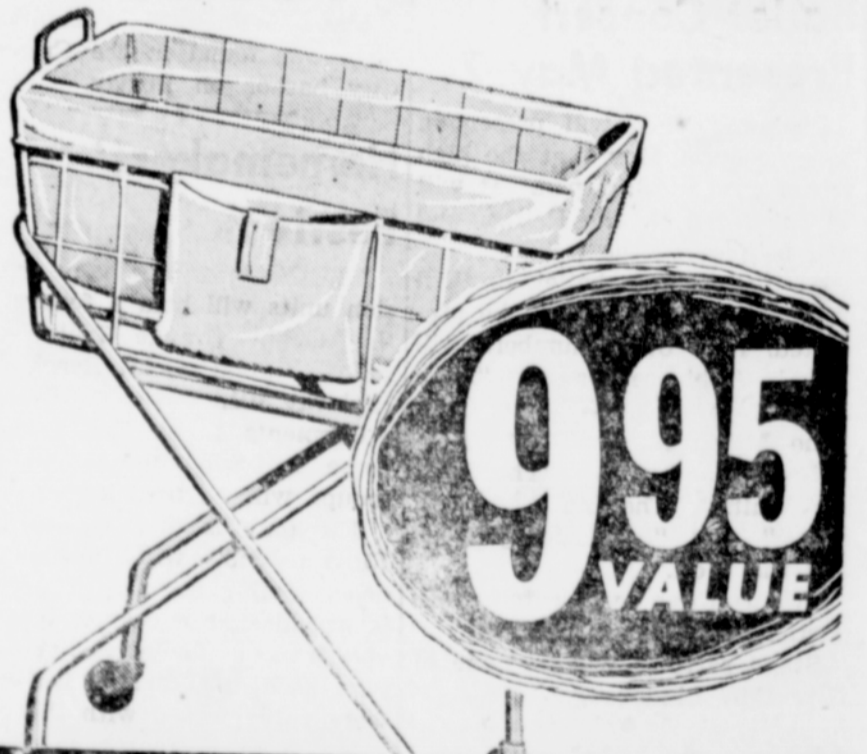
It could be the blow which wrecks my happy home, but I hesitate to take that step. At least a dozen times before, after having given it up for lost, I have come upon it hanging on a hat rack downtown, covered with dust, absent-mindedly left behind in my daily meanderings.

Knowing my weakness, I can only hope that reunion is merely being postponed and not permanently denied. I am getting too old to break in a new one

**Phone Numbers**

Police ..... 2531  
 Fire Department ..... 2181  
 City Recorder ..... 2854

**CHETCO HOME & AUTO SUPPLY WANTS YOU TO HAVE THIS SENSATIONAL NEW LAUNDRY CART WITHOUT EXTRA COST**



**THIS HANDY NEW LAUNDRY CART IS YOURS WITHOUT ADDITIONAL COST when you purchase a new, improved G-E WRINGER WASHER**