

**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.

**Letter From Washington**

HARRIS ELLSWORTH, M.C.

The number one problem in forest management today is how to get access to mature and over-ripe standing timber so that it may be harvested and a new crop started. Since the Federal government owns most of our timber acreage (about one-third) this problem is faced jointly by the lumber industry and the government.

Most timber access roads are constructed either by the government with appropriated funds, or by timber operators. When constructed by the loggers, the cost of such roads is deducted from the price they pay for the government timber. In either case a part of the money received from the sale of government timber pays for the roads.

Road construction proposed by timber purchasers, often as a part of the sale agreements, can be accomplished without delay. But the mainline roads needed for the harvesting of large areas of Forest Service timber now require Congressional appropriations—even though the money is

more than returned to the treasury when the logs go to the mill. In other words, timber access roads are not actually a government expense because they more than pay for themselves. The present procedure for getting the money for them, however, is long and complicated.

Meanwhile the annual production of timber is 2.2 billion board feet less than the sustained yield capacity of the national forests. This means direct loss not only in money to the treasury and in wood products needed by the nation but such losses cannot be recovered. The uncut timber is lost to blowdown, insects and decay. This loss can be saved only by an adequate system of timber access roads.

I have been aware of this problem for years. Previously I have endeavored to get more authorization and more appropriations for access roads—with some success, but not enough.

Now I have introduced a bill in Congress which I am convinced will meet and solve the troublesome access road problem effectively, quickly, efficiently, and economically. My proposal, which I have been working on for a long time, simply permits the Forest Service to borrow access road money from the U. S. Treasury and then pay it back

By CLIFFORD P. ROWE

This writing of a column is at best a longly business.

An artist paints a picture, hangs it in a gallery and then stands in the corner, unobserved by the passersby as they praise or pan his creative work; but he at least knows that they have looked at it.

The singer stands in the wings following his performance and glows with pride at the thunderous applause or sinks as low as the soles of his shoes when there is none at all; but he has the satisfaction of knowing that he has been heard.

But the writer of a column sends out his weekly offering, reads it in print himself, his family tells him it's great, even if it's lousy, and that is as far as it goes. He never knows whether anybody likes it or detests it. He doesn't even know if they read it.

That is my excuse for asking my readers just once a year to drop me a card or a letter informing me whether they think the editor is wasting space when he prints my column.

This time last year, I confessed the fact that my birthday was coming up and expressed the opinion that I would consider it a wonderful day if some of my readers were to send me greetings. They did; and, believe me, it was wonderful. The encouragement given bolstered me for an entire year.

So, now, just 52 weeks and 52 columns later, I am again asking for a card or letter giving your reactions to my weekly thought

with the money received from the sale of the timber hauled over the roads constructed with the borrowed money. I have conferred with forestry experts and legal and financial authorities in developing the language of the bill. I think it is sound and that it will do the job. I hope Congress will pass it.

Briefly, the timber access road bill which I have introduced will (1) cause \$30,000,000 annually in new revenue to come into the Federal treasury; (2) permit the harvesting of more than two billion board feet of federally owned timber annually which is now being lost; (3) make possible sound and scientific management of the forest reserve owned by the United States, which is impossible today; (4) provide jobs and opportunities by opening up over-ripe but inaccessible timber stands.

If my plan is enacted into law all of those benefits will result—without costing the taxpayers one cent!

There is no trick "scheme," no magic or any "crack-pot" idea involved. What I propose will merely replace the present confusing unsatisfactory and inadequate system of financing Forest Service timber access roads with a business-like, self-liquidating plan. All of the details involved in this plan are known and tried. I have merely brought them together to provide a workable solution to a troublesome and costly problem in Federal forest management.

**HARBOR NEWS**

Mrs. Thomas Forster and two children left April 27 for Bainbridge, Ga., to join Captain Forster, who recently was called up by the Air Force. They made the trip by air, the first time any of them had traveled that way.

Mr. and Mrs. Staton Goodson have moved to Fort Dick to make their home for the next few months. They recently sold their property at the end of the Chetco River bridge to Mr. and Mrs. M. M. Jaklewicz.

Mr. and Mrs. J. P. Peterson left Tuesday morning on their way to Soyosett, N. Y., where they plan to make their future home. Last Friday some friends gave them a farewell dinner party.

Gary Jackson was able to be brought home from the Curry General hospital at Gold Beach the latter part of the week, after having had an emergency appendectomy the Saturday before.

Mrs. Rose Poole has gone to Klamath Falls to spend some time visiting her daughter and her family, making the trip by bus.

Mr. and Mrs. N. V. Strommen returned home Friday after spending the last thirte months on a business trip through the southwestern states in connection with their bulb raising industry.

Mrs. Clara Karns returned home Saturday after spending the past month in San Francisco visiting relatives.

Mr. and Mrs. Fred Deering and daughter of Bremerton, Wn., are spending a week in this area visiting old friends. Mrs. Deering is the former Martha Zimmerle, and Mr. Deering was stationed here during the war with the Coast Guard.

Mrs. Marge Oberg and Mrs. Edith Griffith arrived from San Francisco last week and are spending a few weeks at their vacation home on the upper Chetco.

It isn't news when three members of a family have the mumps at one time. But when it hits a grandmother, daughter and grandson all at the same time it

or simply supplying the information that you read it. This applies equally for those who have been reading it for over a year and for those who have just recently been introduced to it.

My address is 2020, 18th Avenue, Forest Grove, Oregon.



is news. Mrs. Annie Lucas of Harbor, who is visiting at the home of her daughter and son-in-law, Mr. and Mrs. Lawrence Myers in Madras, has been laid low by the mumps, as has Mrs. Myers and fourteen-year-old son, Lawrence. While the women had rather light cases, Lawrence was in the hospital for several days.

**Town and Country Gas Company**

Call Ph. 3521, Crescent City, or write P. O. Box 342, Crescent City. J. E. (Jim) DAYTON, distributor. Butane tanks for rent, sale or lease. Office located at Anderson Plumbing Co., Fresno Street, off Pacific Ave., Crescent City.

**Lodge Directory**

Satellite Chapter No. 165, Order of Eastern Star, meets on the first and third Tuesdays of each month at the I.O.O.F. Hall. Visiting members welcome.

Topaz Rebekah TOPAZ REBEKAH LODGE NO. 41 meets Second and Fourth Tuesdays of month at Odd Fellows Hall. (Visiting members welcome.)

Chetco No. 249 meets every Thursday at 8:00 p.m. at the I.O.O.F. Hall. All visiting brothers welcome.

Sidney Croft No. 206 A.F.&A.M. meets second and fourth Friday evenings at 8 o'clock at I.O.O.F. Hall, Brookings, Oregon. All visiting brothers are welcome.

Ladies Aux., F.O.E. meets second and fourth Fridays of each month at Jaklewicz Anchorage. Shirley Brannin, Pres.; Shirley Spence, secretary. All visiting F.O.E. members welcome.

Chetco Aerie No. 3087 Fraternal Order of Eagles Jaklewicz Anchorage. All visiting Eagles welcome. M. M. Jaklewicz, Pres., and Walt Thatcher, secretary.

Post 966 & Auxiliary meets 1st and 3rd Wednesdays at the V. F. W. Hall, Brookings, Oregon

LET "OLD DOC FHA" FIX UP YOUR HOME



Many an ailing home has been put in first class condition through an F.H.A. loan repayable in monthly installments over a convenient period of time. This service from "Dr. F.H.A." is available through this bank.

See us first about improving your home.

**OREGON STATE BANK**

BROOKINGS, OREGON

"Your Dependable Home Institution"

Member Federal Deposit Insurance Corporation

Let's Be Proud of This Community

MAY 30 AND 31



Stays Whiter, Looks better longer!

Coal smoke or industrial fumes will not darken or discolor it. It's self-cleaning, too. \$6.32 GALLON



CURRY CO. LUMBER CO.