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LETTER FROM WASHINGTON

By

HARRIS ELLSWORTH, M.C.

A FEW PEOPLE have taken me to ask for sponsoring a bill to authorize the development of a harbor at Gold Beach—at the mouth of the Rogue River. I am also working as hard as I can toward the development of deep water shipping facilities at Chetco Cove at Brookings and for other harbor improvements along the Oregon coast in our congressional district. Critics of such activity who are well meaning, and as right as they can be in their desire for government economy, should realize that government expenditures generally fall into two classes—one, the operating cost of government; and two, expenditures for capital improvement. The first category is where the waste is and where efficiency and economy are so necessary. The second classification, beneficial public work, pay back their cost in benefits and develop our country for the future of our expanding population.

Naturally I am devoted to the idea of stopping waste and cutting costs. On the other hand, I firmly believe in the investment of federal funds on projects which are properly in the realm of federal activity and which are probably sound from a pay-back standpoint.

Oregon is long on resources but a bit short on transportation. This is especially true in the Oregon coast area. Curry county is a glaring example. The development of the mineral and timber resources there, which can only be accomplished with water transportation, will be of great benefit to the entire country. In the long run the benefits will equal many times the cost of the projects.

You can understand my delight, then, in being able to report to the people of Bandon that the army engineers plan to spend some \$174,000 this year in restoring the south jetty and expect to complete the job next year. The south jetty at the Port of Bandon has been disintegrating for years. Two serious shipwrecks there recently have been almost directly traceable to the treacherous situation at the entrance of the harbor by the broken jetty.

♦ IT SEEMS likely that postage rates will be raised although the bill has not been reported from committee yet. The talk is that the cost of mailing a letter will go from 3 cents to 4 cents. In view of the fact that the Post Office department is running in the red to the extent of hundreds of millions of dollars annually, and that first class postage has not been advanced for many years while everything else has doubled in price, an increase would seem to be justified.

In a way, though, you will get a little more for your money when you buy a stamp. There is a rumor abroad to the effect that the department is planning to put out stamps which are printed in several colors. Such stamps will be much prettier but they will cost far less money—to print, that is. It is planned to change from the 107-year-old hand engraving method to a modern rotogravure process.

VISITING FRESNO

Mrs. Pete Lesmeister left Sunday for Fresno, where she will visit her daughter.

LEAVE FOR PORTLAND

Mr. and Mrs. Jules Koehler left last Thursday for Portland, where Jules will undergo medical treatment.

FOR WHAT IT'S WORTH
By
CLIFFORD P. ROWE



A BLESSING it is that our forefathers cannot be aware of the dreadful plight today facing their courageous descendants. Whereas in generations past the populace has been faced with wars and prophecies of war, with pestilence, depressions and even persecution, that which threatens them today causes all those of the past to fade into insignificance by comparison.

Seriousness of the situation is made highly evident by the amount of space devoted to it in the daily press. Even the findings of the McCarthy committee are pushed on to back pages in order to make room for the urging of congress to investigate immediately the highly dangerous situation. Even the man on the street and the woman off the street forget for the moment last night's television program as a source of conversation as they fearfully discuss this most recent threat to their very existence.

For it seems that there was a frost in Brazil which damaged the coffee crop and as a result the price of a cup of coffee may go up.

The coffee break in both the office and the home has become an American institution, devoted to getting one's mind and body away from the terrible ordeal of a 40-hour week. This, along with the good old American tendency to resist anything which calls for a change, will arouse the coffee drinkers to fight to the last grounds any movement to substitute a tea break, a chocolate break, or even a milk break. Rather than do this they will fork over the extra nickel.

Yours truly is not alarmed. I am more concerned with the price of bread than that of coffee and

Reports Say This Locality Growing Wetter

A request was made by readers for the amount of precipitation in this area for 1951 and 1952. This information has been supplied by the United States Weather Bureau.

Total rainfall for 1953 was 105.41 inches.

	1951	1952
January	14.92	15.23
February	10.57	11.98
March	6.48	7.73
April	2.63	2.41
May	2.49	1.09
June08	2.36
July03	.04
August56	T
September	4.28	.44
October	9.26	.63
November	13.21	4.79
December	15.70	14.24

TOTALS 80.21 60.94

SOCIAL SECURITY OFFICER HERE

Mr. Claude Dawson will be in Brookings Wednesday, February 24 to assist anyone in filing claims for Federal Old-age benefits and to answer any questions concerning Social Security.

Mr. Dawson will be at the court room in the City Hall from 9:00 to 11:30 a.m.

sincerely hope that Congress will devote its major efforts to watching the former while at the same time permitting those who can afford to drink coffee the privilege of paying for it.

CARD PARTY

Sponsored by Brookings Altar Society

Friday, Feb. 19

8:00 p.m.

● PARISH HALL

Redwood Street

Prizes and Refreshments

EVERYONE WELCOME!

Brookings Plywood Expands

AS ALMOST ANYONE would be, we were immensely interested in the plans announced by Brookings Plywood to increase production in their plant here by half again as much as they are now producing.

We're intrigued, too, by what the increased production will mean to the Brookings-Harbor area, when it gets underway.

Statistically, it's impressive plywood production goes from three million to four and a half million feet per month. The payroll lengthens by about fifty more names, and increases \$175,000 per year. Log purchases go up by \$500,000, to a point approaching two million dollars per year.

That's a lot of money in any town, and it's a lot more when the town is in industry-poor Curry county. Certainly Brookings Plywood is by far the largest industry in the county now, and promises to stay that way for some time to come.

We've wondered for some time, now, how many people realize the value of that plywood plant to this city. We first had a glimpse of it when a local car dealer informed us he had sold over 100 new cars to people connected with Brookings Plywood.

And the local merchants could tell you, too . . . if they recognize it. At the moment, they might tell you that things were just as good before the plywood plant came . . . but let that million and a quarter payroll stop, and you'll hear them moaning over the dull thud of doors closing for the last time.

But it isn't just a matter of plywood payroll. That plant here has done a number of things. It has brought industry to an area where transportation difficulties had effectively prohibited it before. It has taken the heavy, close-grained woods of the western slopes, and shown that it makes a superior grade of plywood. And the great trees falling in the forests up he Chetco are no longer going to California for manufacturing. They're coming to Brookings, to multiply the future of Curry County.

We're Hoping For Sidewalks

THE PROPOSAL by the Brookings City Council to acquire easements along Chetco Avenue for the construction of sidewalks is one of the most promising in some time.

Contemplated by the council are sidewalks which will reach eventually from Chetco Bridge to Easy Street. The sidewalks are to be built on state-owned land abutting the highway, and representatives of the highway department already signified their belief that such an arrangement can easily be negotiated.

If so, and if the Council carries the construction through, it will be a great boost to the city. Already hampered in growth off the highway by our poor streets, we have been in danger of growing into a scattering of little settlements along the highway, with no pedestrian traffic between them.

But pedestrian travel is vital to a town. Our school children travel the shoulders of the highway daily, and are in daily danger of the traffic which hurries along 101. And our housewives often have to walk the narrow shoulders on the way to our shopping areas.

With sidewalks along Chetco Avenue, we will not only have increased the safety of our citizens, but we will have greatly facilitated the trade of the town. The sidewalks will carry shoppers into the city, and it will permit businessmen to grow in areas which are now inaccessible to the pedestrian.



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