

BROOKINGS-HARBOR PILOT
AN INDEPENDENT NEWSPAPER

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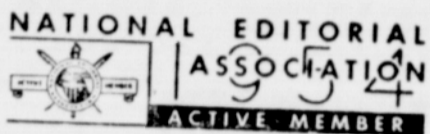
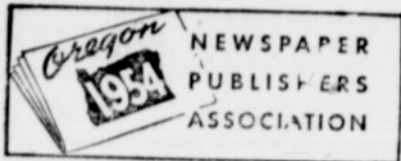
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LETTER FROM WASHINGTON

In the not too distant future—at least soon enough so young men who are interested might begin thinking about it—an Air Force Academy will be in operation. The new Academy has been authorized by Congress. A Commission, as provided for in the law, is now working on the problem of selecting a permanent location for the school. Meanwhile the Air Force will actually start the Academy using an existing Air Force base on a temporary basis. At present our government at the Military Academy at West Point trains young men to be officers in the army. Naval officers are educated in the Naval Academy at Annapolis. Since the Air Force is an independent branch of our armed forces operating on a par with the Army and the Navy, Congress deemed it advisable to give it the same status with respect to professional officer training.

The Site Commission, I am told already has more than 400 proposed locations for the new Academy under consideration. The offerings represent all areas in the United States. Nevertheless the Commission has announced that it will receive and consider additional proposals if they are received before April 21.

My purpose in writing about this new Academy now, however, is to give the information that the first class of 300 cadets will be enrolled in July 1955—next year. The cadets will be selected from all of the states with the allocation to each state being in proportion to its representation in Congress. This means that of this original class, three cadets in this first class will be selected from Oregon.

Each Member of Congress will be able to nominate not to exceed ten young men who will then be eligible to take a competitive examination for the three vacancies

to be filled. Selection, of course, will be made on the basis of merit from among the candidates who take the examination.

As yet I do not have complete details concerning the nomination and selection of cadets for the new Air Force Academy, but this date will be available soon and I will be glad to send it to anyone who is interested.

The following may be of interest only to public accountants and tax lawyers. I have obtained a very few copies of the enormous tax revision bill as it was passed by the House of Representatives. This book of 875 pages was an expensive publication and not very many copies were printed originally for use of the Members of the House in considering the bill. When the bill finally becomes law it will undoubtedly be printed finally and officially and offered for sale by the Government Printing Office. Meanwhile, I shall be glad to send the few copies of the House bill I have to those who have real need of it in their work if they will write and request it—first come first served!

The Senate is now working on this big tax revision bill. It will probably make some changes but it is not anticipated that such changes will be numerous. It should be noted, therefore, that the book offered above is only the House version of the law and should not be used until the Senate changes are noted in it.

I have just been informed that the Flood Control subcommittee of the House Committee on Public Works will hold a public hearing on the Cougar Dam flood control and power project bill the morning of April 28. This bill, which I introduced earlier in this session, is known as H. R. 7815. The bill would authorize the government to enter into a contract with the Eugene Water and Electric Board to build and pay for the power facilities installed at the dam.

Historical Group Chooses Site For Museum

The location behind the Coquille Community Building was chosen for the permanent location of the Coos-Curry Museum. The temporary building is now located on a part of this site. This is one of three sites upon which the members of the Coos-Curry Pioneer and Historical Association balloted at their monthly meeting Saturday, April 10th.

The group expressed appreciation for the good work of the Building Committee in investigating the available sites. Members are: J. D. Carl, Bert Gould and J. E. Norton.

The group further expressed appreciation to the State Park Commission in offering the Coalede site, to the Coos County Court for the Henry Street site and to the City of Coquille for the present site and for the services which have been rendered especially through the custodians of the Coquille Community Building.

A letter was read from Mrs. Eula Robert's 5th grade room of the Myrtle Crest School in Myrtle Point, asking if their room might be permitted to visit the museum. They will make appointment through Mrs. Ralph Stevens of Coquille. Other school rooms are invited to visit the Museum, by making appointments in advance. The next meeting of the Coos Curry Pioneer and Historical Association will be held in the Sixes Grange Hall at Denmark 2 miles south of Langlois on Sunday, May 16th at 1:30 p.m. The program and banquet are being arranged by the Sixes Grange. Banquet reservations are to be made through Mrs. Marion Brooks, Langlois.

Publicity Chairman,
Mrs. Bruce Purdy,

Reach that buyer through a Pilot Classified Advertisement.

PAVED STREETS FOR BROOKINGS

The plan set forth at last week's council meeting, by which most of the City of Brookings' streets would be paved, certainly seems to be a well-founded one.

The very best thing about it, from the viewpoint of the taxpayers of the city, is that it would accomplish its purpose without levying heavy expenses on the property owners of the city.

Under the plan, as set forth by City Councilman Warren Smith, the initial phase of the plan would see only center strips of the streets paved, with no curbs or parking areas finished. Center strips would range from fourteen to eighteen feet wide, depending upon the density of traffic.

Payment for the paving project would be financed by the issuing of bonds under the Bancroft act. The bonds would be redeemed over a ten year period by a bi-annual payment by abutting property owners.

The payment by the property owners would be light, according to the Council's first estimates. Total cost of grading and paving is expected to run not over four dollars per front foot. That means that the owner of a sixty foot lot would pay around \$200.00 plus interest in his twenty payments . . . which would mean payments of between ten and twelve dollars every six months.

There are few citizens of this city, drenched with mud in winter and dust in summer that would argue against such nominal payments to bring paved streets to this city. And it would not be hard to show that such a program would result in savings much greater than its cost.

Automobile damage alone on Brookings' streets must be huge. And damage to other property from dust and mud is considerable.

In addition, the values of property along the paved streets would certainly be greatly enhanced. And the city would have effectively removed one of the great deterrents to people settling here to live . . . our disreputable streets.

There is, of course, a great deal to be done yet before the program could be activated. The City Charter must be approved before the bonds could be sold, and further engineering will probably be necessary before definite cost data is assembled. But we are encouraged by the Council's first positive action toward caring for our streets, and we believe they will continue to push it vigorously. If they do, there is no reason why most of our streets could not be paved by winter.

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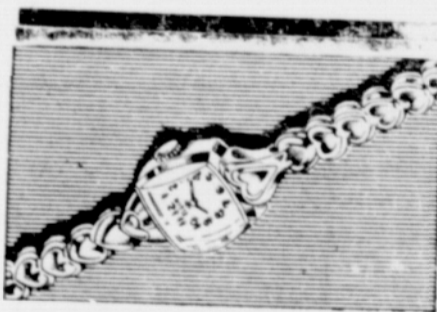
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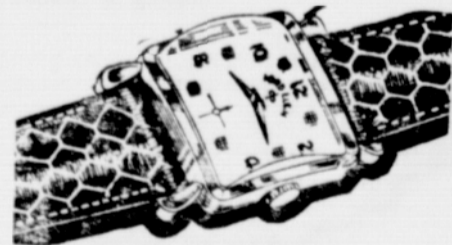
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