Brookings-Harbor Pilot

SECTION 2 - Page 1

Thursday, September 22, 1955

now for Olympia!

Sparkling refreshment coming up.
Take a moment to enjoy the satisfying
good taste of Olympia . . .
then carry on, *refreshed.*

"It's the Water" that makes the difference

OLYMPIA BREWING COMPANY, Olympia, Wash. U.S.A.® A-13

William Ward Saw Possibilties In Area

The late William J. Ward was an engineer, in the fullest sense of the word. No matter where we turn, especially in Southern Curry County we meet with engineering monuments he erected and which will endure for all time.

Among those monuments is a treatise written by him around 1933 in which he summed up, as no other man did before him or since, an engineer's perspective of the country with which he had familiarized himself in the many years of actually traversing and measuring it.

Excerpts from his thesis follow:

The survey and plans for the developing of Chetco Cove were started in 1910 and elaborated upon during the years 1913 and 1916. During 1916 and 1917 all rocks in the roadsted were blasted and removed so there was a depth of 36 feet at low tide. Anchors and mooring buoys were placed in the summer of 1917 and a 1200 foot long dock was built out into the bay. Over this dock 360 million feet of lumber and lumber products and many thousands of tons of general cargo were moved without one cent's damage to ships, dock or cargo. This dock was still serviceable in 1933 and had required no repairs, thereby certifying to the natural protection of the harbor.

From Chetco Point, west of the harbor (its protecting feature) a breakwater will probably be recomended. This breakwater will extend seaward some 2500 or 3000 feet. It will serve to absolutely protect the present bay and further protect the mile of expanse from Chetco Point to the mouth of the Chetco River. Such protection will permit the construction of many wharves, all that ever would be necessary to care for a city of many thousands, and to dock ships sufficiently to supply all of Southern Oregon regularly and safely. It is also quite likely that a plan for improvement would contemplate a jetty from the Chetco River. Such a jetty will confine the flow of the Chetco River, and its tidal basin, to the west shore, directly into the area protected by the breakwater. The breakwater would protect the mouth of the river. Thus confined, a depth of water of from 10 to 12 feet on the Chetco Bar might be expected The river, inside its mouth, ranges from 16 to 20 feet deep, in the channel along the west bank, and a scope of close to one half mile is available before the Oregon Coast Highway Bridge, and shoal water, is encountered. Thus, a small but safe, adequate, inside harbor would be made.

The consumation of this work would give Brookings an ideal arrangement. Large, of-shore vessels could load or discharge at the wharves. The smaller coasters could take their choice. The commercial fishing fleet could safely anchor in the lee of the breakwater, or could run into fresh water in the Chetco. Pleasure boats or yachts could be cared for, safely and easily, and power cruisers for outside fishing or cruising, would find a safe and readily accessable haven.

The cost of this work would be low as there are ample quantities of suitable rock readily adjacent for the construction. The magnitude of the work to be done is small. There would be no additional cost in yearly dredging, or in expensive mainenance The plan is feasable and very economical.

Brookings is situated at the mouth of the Chetco. The stream rises some 50 miles east, in the Coast Range of mountains. Some 20 miles from its headquarters the Chetco has a large tributary—Tincup Creek—flowing into it from the north. Part way up, Tincup makes a sharp bend to the East and at this bend there is a low pass, or saddle, with a thin ridge separating its waters from those of the Illinois River. It is through this Tincup Pass that a railway has been projected from the southern and eastern parts of Oregon to the coast. Then the vast railroad systems of Southern Oregon would be connected with the Pacific Ocean, at Brookings. The Chetco River route is direct, short, and cheap to construct, with low mainenance costs. A tunnel through the Tincup Pass of some 6200 feet would penetrate into the watershed of the Illinois River at an elevation of not much over 1200 feet and some 40 miles would be available in which to make this climb. The grade would be vry small. The tonnage that such a railroad would develop is prombematical but with the vast agricultural resources of the interior valleys and the great timbered areas of the coast country, in conjunction with a wide area of undeveloped mineral lands, the railroad would soon pay. Southern Oregon has long looked for an outlet to the sea and the coast country wants better access to the interior. The two will surely be joined before too long.

GOOD NEWS FOR YOU — — — WATCH FOR OCTOBER 7th

John Molino, president of the Cape Sebastian Shrine Club, says there was a good turnout, considering, at the monthly meeting of Tez fanciers held in the Cliff House, last Saturday evening. The Nobles and their ladies had a nice dinner and spent the rest of the evening visiting and dancing.

October 2-8 Is Set As Letter Week

One week out of the year the President proclaims "Letter Writink Week." This year, according to postmaster Bill Thompson, it will be October 2-8.

Letters, can, according to Thompson, bring happiness to many people. "Have you ever been confined to the hospital," or your home", Thompson asks, "remember the elated feeling when you received cards and letters from your friends and relatives, and the bitter disappointment when there were none."

There are still many boys in the service, who don't like the disappointment of walking away from "mail-call" empty handed. Many ex-servicemen remembers that feeling.

All are asked by the president to drop a line or send a card during this week.

WATCH FOR OCTOBER 7th

State Parks High In Visits

Recent figures compiled in the National Park Service publication, State Park Statistics, 1954, show that Oregon parks ranked first in per capita attendance last year. The figures covering statistics of state parks in 46 states show that Oregon's parks had a per capita attendance of 4.06 persons based ranking state was New Hampshire on 1950 populatioon. Nearest with a per capita attendance 3.59 last year.

National average for attendance last year was 1.11 persons per capita. Washington had a 1.59 per capita total and California a .93 total ,according to the figures released in the Department of Interiors publication.

Oregon however, ranked seventh in total attendance last year in 156 state parks. A total attendance of 6,222,733 in Oregon State Parks is compared to first place New York with 26,09,727. California had a total attendance of 9,822,951 and Washington 3,788,-188.

Oregon ranked eleventh in number of camper days in areas with overnight camping areas and fifteenth in organized camp days.

The Beaver State's total park acreage of over 55,000 gave it the sixth spot on the list in number of state parks per person. Maine ranked first and California ranked fifth. At the same time, Oregon ranked tenth in money spent on state park improvements. Only California, of the western states ranked higher in this category.

Oregon also ranked tenth in the amount spent for acquisition of land during 1954—a total of $43,822 as compared to first place California which spent $3,695,230 for new lands. Oregon was 18th in number of acres acquired and eighth in number acquired by gift.

The statistics of the National Park Service also showed that Oregon State Parks ranked 12th in total money spent during 1954 and 18th in total money available for expenditure

Mrs. Dorin Thompson of The Dalles, visited ten days with her brother and sister-in-law, Mr. and Mrs. H. S. Beaulieu. She left Monday for her home in The Dalles.

GOOD NEWS FOR YOU — — — WATCH FOR OCTOBER 7th

Announcing New Ford Trucks for '56

Exciting new functional styling draws all eyes to the finest trucks on the American road—new Fords!

Now! Most horsepower per dollar!

NEW! More horsepower in every model . . . up to 26% more! Every engine Short Stroke!

NEW! Bigger capacities! New Driverized Cabs! New Lifeguard safety features!

NEW! New styling, new "leadership look"! Over 280 models, from Pickups to BIG JOBS!

Short Stroke design cuts engine friction, gets more *usable* power from every gallon of gas. Only Ford has it in every engine.

They're here—new Ford Trucks for '56, with a wealth of advancements that make them the greatest *Money Makers* ever offered to truck buyers!

Now—Ford gives you a choice of *seven* Short Stroke Y-8's and a Short Stroke Six. Horsepower increases in every model—by as much as 26%. More power to get you rolling faster, save you time all the way! *More horsepower per dollar than any other truck line*—proved by comparisons of net horsepower and suggested list prices of *all* trucks!

New *Driverized* Cabs with full-wrap windshields cut driving strain. New Lifeguard steering wheel and Lifeguard door latches give you protection you can't get in any other truck! See the new Ford Trucks now, at your Ford Dealer's!

No other truck gives you all of these '56 features

NEW! 8-ft. ½-ton Model F-100 Express for bulky loads. Also, popular 6½-ft. Pickup. GVW rating 5,000 lbs.

NEW! Deep-center Lifeguard steering wheel helps protect driver from steering column in an accident. Only Ford has it! No extra cost.

NEW! Lifeguard door latches give added protection against doors jarring open on vehicle impact . . . another Ford Truck safety exclusive.

NEW! 12-volt electrical system for better starting, better performance, greater electrical reserve.

NEW! "Special" Y-8 engines with exclusive hood air scoop, 4-barrel carburetor and dual exhaust system . . . for extra power and performance!

NEW! Tubeless tires run 25° cooler, give extra mileage, resist blowouts! Standard on every Ford Truck!

NEW! *Master-Guide* Power Steering now available on most conventional *and* Cab Forward BIG JOBS.

NEW! Sodium-cooled exhaust valves in heavy-duty engines operate as much as 225° cooler, last far longer!

NEW! Full-wrap windshield standard on all cabs. New full-wrap *rear* window for easier backing, parking, maneuvering. Low extra cost

NEW! A full line of eight Short Stroke engines, backed by over *four years* and *five billion miles* of Short Stroke engine experience!

F.C.A.

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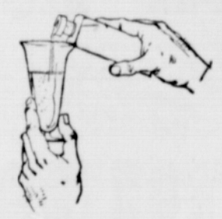
Brookings, Oregon

The Charlatan in the Attic



DON'T TRUST this fellow! Have nothing to do with him! He has no interest in you except what he can filch from you. Here he is, busily engaged concocting some nostrum which will soon be offered as a cure for practically any and all human afflictions. All he needs is an attic, an assortment of kitchenware, and free access to the water faucet. He has no medical training. If you yield to his wiles, you suffer in money, health, and general welfare. Your real friend in time of illness is your family physician. You can safely place yourself in his care. When he writes a prescription, bring it to us. It will be filled accurately and promptly with the best medicines obtainable.

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- - New Phone Number 1444 - -