



Brookings-Harbor Pilot

Nowhere A Finer Climate - Nowhere A Finer Community

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May Raise Sewer Charge To \$2 Month

The Brookings Council adopted in full a recommendation to the city attorney by the newly appointed sewer committee that would boost the sewer sur-charge to \$2.00 for class one, or residence outlet, instead of the 75 cents per month formerly agreed upon.

The recommendations included several other important items, and although the council agreed fully on the recommendations, none were acted upon as ordinances, and wouldn't be until the Dec. 13 meeting.

The committee consisting of James Yelton, Tom McKenzie, and Percy Hanks.

Their recommendations were as follows:

1. The committee recommends that the Council through their attorney amend or replace Ordinance 78. Particularly itself within this ordinance to the following: Section 3 should read "The just and equitable sur-charges . . ."

Class I charges be each increased to \$2.00 per month, under B. to read "next three fixtures each 25 cents per month," under C. "next five fixtures each 15 cents per month," D. remains the same.

In Section 4 we recommend the use of the words "Sewer Fund" in lieu of "Sewer Charge Account, Special."

An additional section to carry this thought, that 50 % of the surcharge herein above established be put into a sinking fund to be used exclusively in the construction of a sewage treatment plant and for the purchase of the required property for such treatment plant.

In another section we recommend that a similar statement such as is contained in Section 5, (1) of Ordinance X be stated in Ordinance 78. We further recommend that the date in Section 9 or Ordinance 78 be changed to January 1, 1956.

2. We further recommend that the Attorney be instructed to write a new ordinance covering the sewer charge service. This ordinance to be similar to Ordinance 78. Establishing a service charge of 35% of the total surcharge. The monies from the service charges to be placed in a fund known as "Sanitary Sewerage Maintenance and Operation Fund."

We further recommend that the limits of the above mentioned fund be defined similarly to that wording of Section 5, (1) of Ordinance X.

3. We further recommend that the Attorney submit an ordinance similar to Ordinance X which states the opinion and intention

of the City Council with regards to establishing sewers and disposal plants, and also establishing a basic sewer connection fee. Stating within this ordinance the intention of the city council to use any surplus funds generated, to the retirement of the General Obligation Bonds to be stated as in Section 5, (g) or Ordinance X with the exception and that is the \$75.00 basic connection fee be increased by \$10.00 per year to a maximum of five years. In other words the fee at the second year would be \$85.00, the third year \$95.00, and reaching a maximum fee at the fifth year of \$125.00. We suggest that Section 5 (J) of Ordinance X be eliminated in its entirety.

4. We further recommend to the Council that they direct their Attorney to determine the legal aspects of acquiring the present facility in District 1.

We are recommending to the council that they instruct their attorney to perform the foregoing at the earliest moment; to review the above mentioned ordinances with this committee and with Mr. Shuler. To place before the council on December 13, 1955 these ordinances for their passage together with such other ordinance and or information that is required to set forth a definite date for the bond election at the regular council meeting on December 13th.

The recommendations came after a meeting with Archie Rice, engineer, who approved them almost in full. It was believed by the committee that a program of procedure must be followed in order to set the city's sewer program on a sound financial basis.

They had figured that the earlier levy of 75 cents would not be enough to pay the sewers off in five years. There will be about \$50 city locations affected.

On the earlier levy, in five years only \$32,000 would have been realized, the committee reported, and \$158,000 would be required to develop a sewer system in all nine districts, broken down as follows: \$78,000 for a basic city sewer (main and pumping stations) \$75,000 for a treatment plant, and \$9,000 for engineering.

With the new plan \$102,000 could be raised in five years, and along with the proposed \$50,000 general obligation bond it would be a "pay-as-you-go" plan, whereby the city would have a complete sewer system paid for in five years. Of course, residents would still have to pay for the laterals, besides that.

Next Dec. 13th, the council will meet to take up the revised ordinance, and to set the date for the bond issue.

The committee also asked that they be allowed \$500 additional legal expenses to hire expert legal advice. Finally the committee ask that the city issue a statement to "help end confusion which exists."

The statement, "The city council and employees in their official capacity wish to express publicly that they are not advising their citizens in the matter of the payment of their individual sewer charges to the Brookings Land and Townsite Company."

In other actions in the meeting, Mayor Brimm issued a proclamation setting aside Dec. 1 as Safe Driving Day in Brookings.

Mayor Brimm appointed D. E. Williams to serve on the budget committee.

An ordinance No. 79 was created, which set up a local organization for civil defense, and set up a civil defense director. Brimm then appointed Bill Thompson as Civil Defense Director.

After an absence of about 10 months, the old so-called "Greer River" ordinance reared its head. Two men, Jerry Butler, an insurance man, and McKown, a former Brush man, each protested the ordinance.

No action was taken, although Mayor Brimm and the council agreed to set up five men on a "screening committee" to screen people that want to sell in town.

City Attorney Ed Akeley is instructed to draw up an amendment to the licensing ordinance which would increase most city licenses.

Highway 101 Association Acts On Road

IN VETS HOSPITAL
It is reported that Louis Peterson is seriously ill at the Veterans Hospital, Portland. Mrs. Peterson was summoned to his bedside.

LARGE TIMBER HOLDINGS GO UP ON SALE BLOCK

One of Curry County's largest lumber operating groups is quitting. H. W. Crook, O. W. Bettis, and Lawrence Payne, operators and owners of timber and sawmills, announce they have their entire holdings up for sale to the highest bidder.

They hold their interests as worth around two and a half million dollars and are reported to give their reason for quitting is the squeezing out of the smaller operators in bidding for government timber.

The trio are offering some 2000 acres of Douglas Fir Stumpage, The Ocean View Lumber Company and the Gold Beach Lumber Co. concurrently sawing some 130, 000, ft.; per 8 hour shift and employing about 125 men.

They are calling for sealed bids to be opened at 2 p.m., January 20, 1956, and a minimum of 29% of the bidder's price as a down payment.

Garden Club Plans CHRISTMAS MAIL Christmas Party

On December 8th the Azalea Garden Club is planning to have a Christmas Party at the V.F.W. Hall, commencing at 1:30 p.m.

There will be no business meeting at this Christmas Party. Each member is asked to bring a gift for the gift exchange. This gift is to be something suitable for a garden clubber in her garden or house. Each member can invite someone at this Christmas Party but to be sure and bring a gift for their guests for the exchange.

The regular meeting of the Azalea Garden Club was held in the V.F.W. Hall on Thursday, November 10th, and the program was on "Perennials." A very interesting report on the names, origin, planting, dividing and care of perennials was given by Ruth Bathiany assisted by Clara Kerns.

Some very lovely Thanksgiving arrangements were on display by some of the members of the Garden Club. Mrs. Elizabeth McKenna gave a very good demonstration on how to make an arrangement for your Thanksgiving table.

The luncheon table for this meeting was very beautifully done in a red, white and blue arrangement depicting the Armistice Day holiday. Hostesses for the day were Mrs. Alice Ostermeier, Mrs. Mary Hanks, and Mrs. Eunice Wollam.

CHRISTMAS MAIL BEGINS HERE

"It's time to start those Christmas mailings!" Postmaster Bill Thompson warned to day, launching his 1955 "Mail Early for Christmas" campaign.

"On the calendar it's a month away but here in the Post Office it's Christmas today — and every day until December 25th," he said. Extra office help have been secured. Post Office inkwells filled, and in fact everything is ready for the mammoth flood of Christmas mail that is expected to smash all records.

The Post Office has already dispatched a tremendous quantity of gift packages headed for members of the Armed Forces overseas. Christmas cards for service personnel can still be delivered in time if they are sent by air mail before December 1st. In the U.S.A., smart people are now buying gifts for friends and relatives and mailing them, especially those living in other states.

Postmaster Bill Thompson especially calls on house-wives to help in his effort to deliver every package and Christmas card before December 25th. "The lady of the house," he emphasized, "is really in charge of each family's Christmas mailing program. She selects the Christmas cards, buys most of the gifts and sees to it that the mailing list of friends and loved ones is up-to-date."

"Actually, success in having all Christmas gifts and greeting cards delivered on time is largely a matter of advance planning and preparation which should be done this week," Postmaster Bill Thompson pointed out.

He urges that you take the following steps at once: Get out your Christmas card list and carefully check through it. Make sure that each address includes the full name, street and number, city, zone and state. Then pay a visit to the Post Office, stock up on stamps (Use three cent stamps on your Christmas cards for first-class mail service) and ask any questions you may have about mailing regulations.

You can do this in a leisurely way if you will come to the Post Office after 10:30 a.m. or before 3:30 p.m., thus missing the rush hours. On your way home pick up a supply of heavy wrapping paper, sturdy empty cartons, strong cord and kraft paper adhesive tape. A modest investment in these necessities will pay big dividends in safe delivery of your cherished Christmas gifts.

After your gift wrapping and packing is complete, plan your mailings so that those for the most distant points go first. Try to get all long-distance mailings into the Post Office before December 5th and those for nearby points should be mailed by December 10th. You'll be glad you did.

Postal regulations require that all sealed packages must be mailed at the first class (letter) rate, if they do not carry a notation that they may be opened for postal inspection. This is best done by using a Parcel Post label bearing the proper inspection notice. These are NOT available at the Post Office but they may be obtained at any variety store. Sealed packages presented at the Post Office for mailing at parcel post rates and which do not have the required notation of label will be refused and MUST be taken care of by the mailer.

WARNS ON SPEED, DRIVING VIOLATIONS

Chief of Police Bud Cross has issued a warning to those violating traffic ordinances in Brookings that more arrests would be made. Cross said that some of the commonest violators were speeders, and driving through school cross walks without stopping.

Chief Cross emphasized the fact that it gets dark early, and that the youngsters are still coming out of school after five, and that extreme care is needed when driving at that time.

C of C Meeting Well Attended

A good turn-out was recorded at the Chamber of Commerce meeting last Thursday noon at the Chetco Inn. The group heard a series of reports from directors on some of the projects undertaken during the last year.

Murray Palmer reported on a recent trip to Medford on the harbor and on a highway project. A report was given by Virgil Clark, Plywood Timber buyer who attended the recent Congressional Timber Hearings in Medford.

Clark told about what the various groups asked for, such as access roads, increased Timber sales, and a re-study of federal forest lands.

It was reported by President Charles Grayshel that the board of directors had voted to amend the by-laws to include a larger number of directors for the Chamber. A list of nominees for the 1956 board of directors was read. They include Carl Yahr, Al Phillips, Tom McKenzie, Virgil Clark, Merrill Bullock, Vernon Hanscom, D. D. Williams, Arnold Peabody, Jim Yelton, Charles Grayshel, N. V. Stromen, Ed Aldrich, Morris Cordeman, and Bob Dimmick.

New Beta Group Is Formed Here

The first meeting of the new Beta Chapter was held Tuesday evening at the home of Norma Archibald, and officers were elected. Installation will be held on December 3, to be followed by a formal dance at the Chetco Rod and Gun Club.

Officers elected were President, Thelma Houvila; vice-president, Pat Helrig; Recording Secretary, Lorraine Elide; Corresponding Secretary, Yvonne Fox, and Treasurer, Betty Seeley.

HALL APPOINTED TO TWO COMMITTEES

Sam Hall, Brookings attorney and district attorney for Curry County, was informed by Geo. A. Rhoten, president of the Oregon State Bar, that he has been appointed to the trial committee, fourth Congressional District. Hall was also appointed to the Committee on Criminal Law and Procedure by Rhoten.

New Policeman Starts Duty Here

A new policeman was hired here last week. He is Raymond E. Switzer, formerly of Klamath Falls. Switzer started on the force on November 15th as a patrolman. He is married and has a son, 20, who is in the Navy, currently is stationed overseas.

Switzer has spent 15 years with the Klamath Falls force, and is also a well qualified FBI school trained officer.

Miles Horton, 86, passed away at a Salem hospital, Monday, Nov. 21. Mr. Horton had lived in Brookings for the past three years, having moved here from Lebanon. He is survived by his widow, Nanny, 83, now living here, a daughter Mrs. Floyd (Mercedes) Calph, and her husband, now living in Eureka.

Engineer Writes

A letter, signed jointly by U.S. Senators Wayne L. Morse and Richard L. Neuberger, dated Nov. 18, 1955, encloses another letter from Major Charles G. Holle, U.S.A., Chairman, Board of Rivers and Harbors, U. S. Engineers, as follows:

"Dear Senator Morse: I have your letter of 8, November, signed jointly by yourself and Senator Richard L. Neuberger relative to the unfavorable preliminary examination report on Chetco Cove, Oregon.

"I appreciate very much your interest in the desired harbor improvement at Chetco Cove. Relative to your reference that the report does not evaluate the relationship and benefits of the authorized Chetco River improvement to the harbor improvement, the Congressional Resolution authorizing the study limited investigation to the Cove. However, certain considerations were given by the reporting officers to the correlation of the river project with the harbor project. I am sure that you appreciate the fact that any benefits that had been allocated to the river project could not be transferred to the harbor project in order to justify the harbor project.

"Relative to your statement pertaining to the construction of a major highway in the area, investigations were made of the possibility of the construction of such a highway. The area office of the Bureau of Public Roads and the Oregon State Highway Commission in Salem, Oregon, were contacted by the District Engineer of the Portland District, on this subject. The District Engineer reported to the board's office that "Neither agency has any plans for providing a highway from the Medford-Grants Pass area to Brookings within the foreseeable future. The Bureau of Public Roads is planning timber access roads to facilitate harvesting of timber within the general area, but these roads would not provide the direct, high-class route envisioned for economical transportation from the interior to the coast. The Highway Commission stated that such a route may be a possibility within the distant future, possibly 50 to 100 years, but they had no immediate plans for the development. Such information indicates that there will be no major change in transportation routes within the foreseeable future."

Therefore, based on this official information available to the Board the probability of the construction of the major highway appears to be rather remote.

"When the report is before the Board for review on 29 of November, your letter will be called to the attention of the Board for its consideration in connection with your desired improvement of the harbor at Chetco Cove.

Sincerely yours,
/s/ Chas. G. Holle,
Major General, USA,
Chairman.

Install New Press

The paper you have in your hand was printed on a new press we have. It isn't exactly a new press in one sense of the word, but it is new to the Pilot.

The press is a Cottrell, and is manufactured in New York some years ago, some time after Lincoln made his famed Gettysburg Address. However, the new piece of equipment is in excellent shape, and will definitely be an improvement over a few of the bugs are ironed out.

It was operating in North Bend until last Thursday, printing the "North Bend News," a 16-18 page newspaper. The "News" bought a more modern press, and released the Cottrell. Thursday it was dismantled and brought down Friday by Consolidated Freight.

A press expert, Doral Hoover,

from Portland, was in Brookings for three days to install it.

The new press prints four pages at a time, instead of the two on the press we used before, enabling the Pilot to cut press time in half. Also attached to the press is an "Omaha" folder, which will eliminate, mainly, the hand feeding required by the old folder. The paper will come off the press, and into the folder automatically.

Adjusting the ink, rollers and cylinder packing may take some weeks before a really good print is obtained.

The press and folder is another addition that will enable the Pilot to give better service to the community. In recent months the Pilot has installed a new job press Addressograph and metal saw to its list of equipment.

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SKETCHBOOK



by Bud Pisarek

What's a guy in Brookings, Oregon got to be Thankful for in '55? Just look around you and count your blessings brother.

We can be Thankful for the 265 rut holes in every block of city roadway. This is way above the national average, and everyone wants to be above average.

We can be Thankful that some of this liquid sunshine we have had the leventy seven days is wet. (And we don't have to shovel it.)

We can be Thankful we have no train service here. That eliminates all the engine smoke and makes washings ten times whiter.

We can be Thankful for our crystal-clear water. Some people have to drink beer, martinis, and Virginia Dare.

We can be Thankful for our high school football teams undefeated season. The fact that we have no field, no uniforms, no coach, and oh yes, no team, should make that feat outstanding in itself.

We can be Thankful for our two alert service clubs in town. One known for its youth and zestfulness, the other more reserved and should we say retired (some are you know.) Something has to separate the men from the boys.

We can be Thankful for the many curves in the road from here to our little sister to the north. What else would keep you awake as you drive that far?

We can be Thankful that the PILOT comes out every Thursday. And if some of you guys complain we will threaten to put it out every day.

Certain individuals in town have a lot to be Thankful for in addition to the mass benefits outlined above.

For instance, Murary Palmer should be very Thankful that was only a bank of terra firma that came crashing down on him rather than the U. S. National, Or the First National, etc., etc.

DECEMBER 1 TO BE S-D DAY

Thursday, December 1st will be the second annual S-D Day, or Safe Driving Day. Its purpose is to demonstrate, again, that traffic accidents can be greatly reduced when motorists and pedestrians fulfill their moral and civic responsibility for safety.

It is sponsored by the President's Committee for Traffic Safety in cooperation with prominent national organizations.

Henry Kerr is the local chairman for S-D Day. National, state and local organizations are all joining in to combat traffic accidents.

The challenge to every community, and to Brookings, will be: Not a single traffic accident during the 24-hour period—in daylight or darkness.

The record last year was good. It produced nationally a reduction in the accidents and deaths. S-D Day 1955 is expected to be even better.

Last year, during all of 1954, this is what the traffic accidents did in the United States: Killed 36,000 people; Injured somebody every 25 seconds. A total of some 1,250,000 persons were disabled beyond the day of the accident. Cost an estimated \$4.4 billion in medical bills, property loss and other expenses. There were nearly 10 million traffic accidents in the United States in 1954.