

"Pour yourself a smile, neighbor

- of Sunny Brook whiskey, that is!"

rich as a prospector's dream, good as a man's word ... finest of fine Kentucky whiskeys!

\$280 pt. 4 35 4/5 qt.



KENTUCKY BLENDED

Sunny Brook Whiskey

Cheerful as its Name!

THE OLD SUNNY BROOK COMPANY, DIVISION OF NATIONAL DISTILLERS PRODUCTS CORP., LOUISVILLE, KENTUCKY KENTUCKY STRAIGHT BOURBON WHISKEY, 86 PROOF. KENTUCKY BLENDED WHISKEY, 86 PROOF, 65% GRAIN NEUTRAL SPIRITS.



Fifty Years Ago

In August there was a strike at the ferry (salmon) salting house and the crew left for Port Orford. While the men were satisfied with the 20 cents an hour wage the catch was so small and the hours of work so few they couldn't get ahead.

Henry Moore and A. Auberry reported taking \$30 in gold for each of seven days with a rocker, while travelling down the Rogue from Grants Pass. They had been upriver by boat to Grants Pass for their winter's groceries as there were no trails then from upriver into Agness.

Raleigh Scott, shipping out 20,000 lbs. of wool from the Chetco and A. H. Crook shipping out of Rogue River as "the road to Arch Rock, their former shipping point is out of repair."

In September of '94 P. McCreery left Gold Beach to work in Hume's cannery, at Klamath, and the same paper tells us that Joe Steve and Sandy Grant brought in to Gold Beach 140 sealions' skins Joe and Ace Carey got. The skins were shipped to San Francisco.

Returns from the salmon sent to Frisco, on the FREE TRADE, brought only \$2 barrel as against the \$10 per bbl. needed to pay for the fish, the barrel, the salt and labor.

Much tanbark was being shipped from Frankport despite the low and falling price while A. H. Moore was down to Gold Beach from his mines (presumably on Salmon Mountain) to report his having taken out \$2,000 in gold.

Godall, Perkins & Co. bought the docks at Port Orford. They were San Francisco shipping agents.

Enjoy Your Vacation -- Drive Safely

Traveling through Oregon, or any other state, on your vacation there is much that you will want to see. Too often we forget the "places in between" and think only of our destination. A wise vacationer will make plans ahead of time so that he knows just about what he will see along the way and he provides plenty of time so that he can stop and enjoy them without having to make up lost time by driving carelessly. The Oregon Traffic Safety Commission warns us that "A dream of a pleased-filled vacation can become a nightmare for the driver who sets out to cover too much territory in too little time."

A motorist on a busy highway cannot get a good view of the scenery and still devote his time to driving safely. In many of the scenic areas there are places off the highway where one can stop without becoming a traffic menace. These stops will be safety-wise in more than one way. First of all they will get the gawking motorist off the road, and secondly they will provide an opportunity for the driver to stretch his legs and soak in a little fresh air. If the trip is to be quite long and you are traveling alone it is wise to take these breaks often to keep yourself alert. Plan your trip so you can tell your friends about it rather than letting them find out about it from the obituary column of the local paper. Enjoy your trip . . . . Drive Carefully!

OUR ENGLISH LANGUAGE

Youngsters often have a time with their language and although they are told a new word and explained its meaning they don't get the satisfaction they want out of it so they "invent" a word of their own.

Last Sunday Mrs. Charles Grashel took her grandnephew golfing with her. She told him that he could caddy for her. The little seven-year-old repeated the word "caddy" over and over again. Then he began, "Cat, eaty, kitten, kitty", and finally, "Cattio". That seemed to be just the word he was looking for, so in spite of being corrected a number of times the little fellow "cattioed" the rest of the afternoon.

In this same September, I. N. Muncy writes that in 1854 with a partner he entered the Rogue with a small schooner, drawing three feet of water and sailed up to the ferry (Bagnell's?) where he loaded out potatoes for Crescent City. There was then a deep channel and tidewater was twelve miles up from the mouth. The bluffs which were then on either side of the river's mouth were sluiced away in the flood of 1861 and the silt from upriver mining has since made shoal water. Muncy writes that Bill Winsor came down the river in 1869 in a boat he built near where Grants Pass now stands and that Winsor later built a sawmill at Gold Beach.

Mrs. Albert Snodgrass of Chetco died about August 5, 1894 of hemorrhage of the lungs, leaving husband and seven daughters.

A tree farm is a privately owned, taxpaying forest land dedicated to the growing forest products.

FOR WHAT IT'S WORTH

By Clifford Rowe

Judging from the common topic of discussion to which I am exposed lately, nature played the dirty trick on me by depriving me of the means of getting in a word occasionally. I am referring to dieting.

Seemingly, everywhere I go these days, if one is not versed in the latest methods for reducing excess weight, he is looked upon as one who is somehow shirking his responsibility to social progress. At this date, I have not yet discovered a method for getting back into the conversational swim.

My own existence has been a dreary one as far as putting on pounds or taking them off is concerned. At the age of eighteen, I weighed 145 pounds; today, thirty three years later, I have to confess shamefacedly that I have only managed to raise the figure to 150. Even those five pounds I am afraid, are due more to middle-aged spread than to any overall development on my part.

As a result, I find myself somewhat envious of those who can profit from the splurge of current advertising to the extent of experimenting with their obesity. I have even gone to the extreme of eating all those items on the menu from which my friends bravely abstain in their battle against the bulge. But all to no avail; the bathroom scales stubbornly refuse to cooperate.

Even as a youngster, my lot was not an easy one in this regard. My friends called me "Skinny"; and even some who were not my friends had no hesitancy in reminding me that I had been deprived of my normal rights as a human being. Today, those same friends look upon me pityingly as one who cannot join them in the pleasant tortures of dieting. I am made to feel that I am a slacker.

My only hope is that eventually the fad will pass away. Just as the bowlegged girl dreams of the day when fashion will drop the skirt hem-line to the shoe tops, so I look forward to the time when plumpness will be an objective to be desired rather than avoided. Then I, too, will be able to get into the fray and to plead the cause of my own secret formula.

Until that time, my lot will be that of being beyond the pale. I will continue to endure a monotonous existence, limited to consuming the same ordinary round of normal meals and remaining silent as others suffer for the cause.

Nearly half of Oregon's 61 million acres is covered by forest.

BABY SHOWER HELD

The Gamma Gamma Chapter of the Beta Sigma Phi honored Norma Archibald, Marianne Murphy and Nancy Pisarek with a baby shower last Wednesday evening at the home of Yolande Vaughn. Co-hostesses were Pat Dent and Yolande Vaughn. Dessert was served and games were played.

Plenty of Zip at a pip of a price

(It's a great time to buy a Buick!)

SERIOUSLY—where else can you get so much snap and ginger at such a peach of a price?

Where else can you get a big, high-powered, steady-riding hardtop like this '56 Buick Riviera—at a figure that's pretty close to what they're asking for similar models of the well-known smaller cars?

Nowhere else that we know of—which is one big reason why Buick outsells all others cars in America except two of those smaller cars.

BUT RIGHT ALONG with low price is something else behind Buick's big success: Buick is a lot more automobile for the money.

It gives you more room and luxury—more zip and power thrill—fine handling and sure-footed stability.

And it gives you something you can get in no other car—today's advanced new Variable Pitch Dynaflo.\* It's

the only transmission in the world with the cruising thrift and the switch-pitch safety-surge taken from the modern plane's propeller.

So WHY WAIT any longer—when the time to take action is now, so you can start enjoying all the golden months of summer and fall in a new '56 Buick?

Now—when Buick prices are as low as—perhaps lower than—they'll ever be again.

Now—when your present car is at its peak of worth—and when today's high volume '56 Buick sales permit us to make you an even better trade-in allowance.

Come see us—and look into the car that puts you years ahead right now.

Come see us today—and discover the dilly of a deal that will make you wonder why on earth you waited as long as you did.

\*New Advanced Variable Pitch Dynaflo is the only Dynaflo Buick builds today. It is standard on Roadmaster, Super and Century—optional at modest extra cost on the Special.



AIRCONDITIONING at a COOL NEW LOW PRICE. It cools, filters, dehumidifies. Get 4-Season Comfort in your new Buick with genuine FRIGIDAIRE CONDITIONING.

Best Buick Yet

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

MENNING BUICK Highway 101 Brookings

LOOK - LOOK - LOOK Hard-Top Races THIS SUNDAY at GRENFIELD SPEEDWAY MORE New CARS and DRIVERS Gen adm. Tax inc. 1.50 Children 6 to 12 50c Gates Open 12 noon Time Trails 1:00 p.m. Races 2:30 p.m. Come Early for Choice Seats There Will Be 8 BIG 8 Events From Now on Races Will Be Run Every Other SUNDAY The Hard-tops Will Race Every Other Sunday