

The PILOT

BROOKINGS-HARBOR PILOT
AN INDEPENDENT NEWSPAPER



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LOG TRUCKS AND SCHOOL CHILDREN

Brookings has a problem. The meat of the problem is that school children, especially the elementary children are having a rough enough time as it is, with the double shifting, in trying to secure an adequate education. But things are made more difficult for them because of logging trucks having to go directly past the school building.

Pretend for a moment that you are a teacher. Imagine yourself trying to teach a class when a huge logging truck comes by the building, shifting gears. Everything stops in the class. You can't make yourself heard. Then repeat that anywhere from 10 to a possible 80 times a day. It is easily discerned that instruction time is impaired.

Then there is the safety angle. With the double shifting classes changing—children are coming and going as many as 6 times a day, from 7:45 a.m. to 5 p.m. Besides, dozens of other children are allowed to cross the street to visit the Hearthstone Cafe. We all know that most log truck drivers are as safe and cautious a group as there is in the country. They are competent drivers—hired for skill in driving. Many have children in school themselves. We know, however, that a situation such as we have in front of the school—with parked cars, and children darting into the traffic, is hazardous. A child could be hit by a logging truck, or a private car—but the point is that the more cars or trucks roused past the school—the greater the danger.

Now looking at it from a different angle. Brookings is a lumber town. Without those very log trucks it wouldn't be much of a community. We need and want the log trucks. They only have one alternate route, and that is entering the highway on Chetco Ave. near the Harbor bridge. The trucks have to make an "S" curve in maneuvering onto Chetco Ave. and often are forced to cross over the yellow line. Then they have to pull up a 7% grade to get into Brookings. Of late the trucks have been hauling long logs, and because of the sharp, almost impossible curve they have been breaking down. They also have the truckers worried about dumping a load of logs on the highway, another dangerous situation.

Now we have gone over the problem. Saturday evening a group of people—the school board, the mayor of Brookings, Roy Brimm, and Charlie Ames, representing South Coast Lumber, sat down to try to iron out a solution.

It was a good meeting. Everybody could see each others problems, and came up with a workable solution—depending upon what the county and state government can do.

The city council has tried in the past to make a third route, past the Forst Service building into the highway. The property is mainly owned by the state, and the city doesn't have the funds to work it out at the present.

However, in the next few years more and more of the logging trucks will be coming down the Chetco—an estimated 80 percent of them—and the problem will be greater and greater. We know what the problem is, and with the proper work we are confident that it can be solved. We are on the right track.

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DEER SEASON OPENS SATURDAY

Come Thursday or Friday a mass migration of eager hunters, approximately 200,000 strong, will be traveling the highways heading for camp grounds in their favorite deer hunting country. These hunters will be chafing at the bit in anticipation of the big day—September 29—when they'll be up and moving in the cold, gray dawn, heading for some mahogany ridge, maybe a cherry thicket, a patch of quaking aspen, a manzanita slope, or some other spot where they are certain they are going to drop that big buck. A few of these hunters will be out for only a day or so, while most hunters will remain anywhere from a few days to a week or more. All of them will be hoping for success and good companionship in their outing. By the end of the season approximately 56 per cent will have killed their deer, and many memorable camping experiences will be had.

Just how successful these hunters are and just how enjoyable the trip may be depends to a large extent on how well they prepare for a trip in advance. Experienced hunters, those who form the greatest portion of that 56 per cent, take great pains in their preparation for such an important excursion. They check the tents carefully for holes or rips for they know that nothing can dampen the spirits of a hunting group more than dampened bed rolls and soggy clothes should a rain hit the high country.

FOR WHAT IT'S WORTH

By Clifford Rowe

I have always been a more or less contented fellow. I have never had ambitions to be the best dressed man in town or to have the largest house with the largest mortgage. At the same time, I have never been too envious of those individuals who were so fortunate as to be worthy of those titles. Naturally, this same attitude has been adopted on my part relative

to the family automobile. I have never attempted to keep the latest model housed in my garage year after year. As a result only about once in ten years have I been able to hold my head high as I mingled with other motorists on the main throughfare piloting a brand new model.

During the remaining nine years however, I have found with each passing month that my car becomes shorter, the horsepower decreases, and my getaway deteriorates as compared with my associates of the road. In short, I am soon classified among those who are failing to keep up with the times.

None of this had bothered me

too much though until the car manufacturers went crazy in their attempts to out-strip all competitors in yearly turnover. Now I find each day ruined as their super-salesmen bombard me with their propoganda aimed at convincing me that as a car owner I am as outmoded as the fellow with outdoor plumbing or the woman who leaves her hair in its natural color.

In spite of all this pressure, I am still managing to hold my own. Whatever the bribe, I have been able to resist the temptation. They may offer me a round-trip to Hawaii with all expenses paid; they may insist that I don't have to make a down-payment and even arrange that my payments need not be more than ten dollars a month for forty years. Still I re-

main firm and resolute. My stubborn stand receives reinforcement from my own philosophy that after all a car is just a means of getting somewhere. I am not particularly interested in taking up housekeeping in one; nor do I feel that one's success in the world is to be determined by the vintage of the car in which he rides.

And, finally, being of a trusting nature I don't think I could stand the annual shock of learning that next year's model is a much, much better buy than that on which I am still making payments.

If you want to forget all your troubles, wear tight shoes.

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THIS IS WHERE TOMORROW STARTS

A new "inner car" gives you a NEW KIND of FORD for 1957!

Coming October 3rd.

On Wednesday, October 3rd, Ford Dealers throughout the United States will unveil a new kind of automobile!

Cars are involved in every American's life. News of a new kind of car is the biggest kind of news to millions of Americans.

The Big New Kind of Ford is that kind of news... a car totally new in design from crest to trunk lock.

This completely new automotive package will sell at the traditionally low Ford prices.

This makes possible a new high standard of such honest-to-goodness value that it actually increases the purchasing power of your automobile dollar.

When you see it, other cars will look out of date, because... This is Where Tomorrow Starts... with a Big New Kind of Ford!

The New Kind of Ford is the fullest, most eloquent expression of Ford's special personality—the youthful grace, the whiplash action—and the reputation for durability known wherever there's a road.

To all this we have added true elegance—a kind of elegance never before seen in the low-price field. To make a car truly elegant, you must start deep-down inside.

The New Inner Ford

The Inner Ford—the car you cannot see—is a very remarkable structure. Its frame is actually a cradle. Side members extend almost the full body width; they serve not only as supporting members but as concealed side bumpers of immense strength.

The New Ford Body

The new Ford body is a triumph of engineering in steel. The doors close with the solid finality of a bank vault. Even the door-lock button has been moved up front—easier for you to reach, but out of the children's reach.

All these features were engineered to give you a solid new kind of comfort.

The New Ford Ride

The New Kind of Ford sits six people as no other low-priced car has ever sat them

—six elbows wide in each seat, with deep space around each one of six knees. And above all that space, there's hat room to spare for all six passengers.

The 1957 Ford rides low, solid, with a firm, deep road-holding feel. Yet it's a light-hearted, right-hearted ride—this car is responsive, nimble, agile, with a proud easy movement.

The New Ford Choice

Ford offers not only one, but two sizes of cars... each on its own extended wheelbase... each with its own body shell... each with its own styling.

First, the two Fairlane Series on a 118-inch wheelbase. The Fairlane 500's come in 5 body types, a four-door sedan, a two-door sedan, a two- and four-door Victoria with no center pillars, and a convertible coupe. The same body types (except for the convertible) are available in the Fairlane Series.

Second, two Custom Series mounted on the 116-inch wheelbase chassis. In the Custom 300 Series, a four-door and a two-door sedan are distinguished from the Custom models by more luxurious inter-

iors and elaborate trim. The Custom Series also includes a Business Sedan.

Beyond all these, you also have your choice of five Station Wagons—the famous glamour cruisers that are the champions in this field!

The New Ford Look

That low, low cradle-span frame means a low, low car. The Fairlane 500 is only four feet eight inches from road to roof! The Custom is just over four feet nine inches!

The new Ford is not only low—but long. Ford gives you more than 17 feet of elegant length in the Fairlane Series, a shade less in the Custom. It's a nice kind of fun just to look at it. It's high-priced in every way except price.

The New Ford Performance

You can have up to 245 wonderful Thunderbird horsepower in any Ford model. There's a moderate—and really moderate—extra charge for this engine of 312 cubic inches with its 4-barrel carburetor.

For "Six" lovers, we've got the 144-hp Mileage Maker Six. Whether you choose Six or V-8, the going is great!

Here is where your own tomorrow starts

It starts at your Ford Dealer's showroom! The cars will be there on Wednesday, October 3.

These are the best Fords of our lives. They are the first symbols out of Detroit of the new automotive age that is beginning for you.

This is where tomorrow starts—at your Ford Dealer's.

This is when your tomorrow starts—October 3rd.

Come in and see us for the Big New Kind of Ford!

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