

H HALLOWEEN H HEADLINERS!
BROWN CROCK
OVEN BAKED
BEANS
 28 oz
2 for 59

MONARCH
CATSUP
 14 oz. Bottle
6 for \$1

Pillsbury
FLOUR
 25 Lbs.
\$1.85

GOLD DRAGON
 2 1/2 Tin
ELBERTA PEACHES
3 lbs 89c

WESTERN MAID
OLEO
5 LB 99c



FRESH, LEAN
GROUND BEEF
 35c lb.
 3 lbs. \$1

LOIN END
PORK CHOPS
 59c lb.

USDA GOOD
SIRLOIN STEAK
 79c lb.

Swifts Oriole
 79c
BACON
 55 c

HI-WAY MKT.

LUCKY LEAF
PIE FILLING
 All Flavors
29c

BITS O'SEA
TUNA
 6 for 99c

PET BRAND
EVAPORATED MILK 8 - \$1
Instant NONFAT DRY MILK 12 Qts. 79c
 Limit 8 cans to Customer

Garden Fresh VEGETABLES

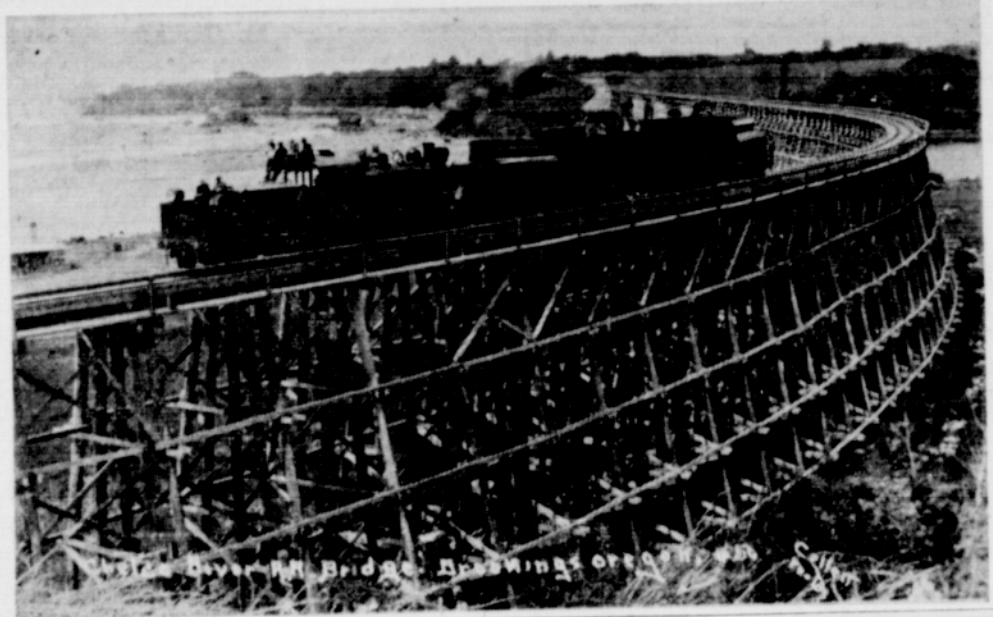
New Crop, Pink
Grapefruit
3 for 25c

Fresh, Crisp
Celery 19c

Your Choice - Stalk

CELLO
CARROTS

2 Pkgs.
19 c



CHETCO COVE

Continued from Front Page
 Second Section

Army engineers and highway authorities of the necessity for the convenience of the public need for this improvement.

As of then, the end of 1954, Grayshel had found that the estimated output of lumber from the immediate area ran to 17,250,000 board feet per month, most of which was being shipped to southern California at the then current rates to Los Angeles, truck, barge and loading charges total \$24.59 per M, whereas, due to less handling and trucking, it is estimated lumber could be shipped from the Port of Brookings at around \$15.38 per M feet for a saving of better than \$9. If this could be accomplished it would mean a saving of some \$900,000 per year to local lumber operators alone. The saving to shippers of other products of the area could well come to a very considerable sum.

Further, Grayshel observes, knowledge of ocean freight facilities being made available at the Port of Brookings would attract other industries plus bringing about the development of mineral resources whose life blood is cheap transportation and would undoubtedly open up the huge, rich, yet almost unexplored mineral deposits at Red Flat, but a few miles from the port.

Low cost transportation would probably develop a market for the waste products of the lumber industry, now going up in smoke and which might then be economically barged to factories where they are utilized as raw materials or they might be processed at Brookings into hardboard etc.

Further development of the port, according to the treatise compiled nearly six years ago, would surely attract commercial fishermen, stating that much of the catch now is being had from off the Oregon shore and then the boats are required to go to Eureka or Crescent City to dispose of their catch and have it processed. This catch was then said to leave around a half million dollars in these two ports. Further, the port plus its offshore fishing facilities would be a tourist attraction of very handsome value, especially because it is estimated that if the Oregon visitors could be persuaded to stay one half day more in Oregon they would leave \$3,000,000 more than they do. Some of this would be spent locally.

The Port of Brookings is of more than passing value when it comes to the interests of merchants and farmers. Seed, feed, fertilizer, farm machinery, sprays etc. could be imported via water into the entire area, even including the upper Rogue Valley and with the advent of the "Piggyback" freight in which loaded truck trailers are transported via ship or barge from one port to another via water even from the East coast to the West coast, and vice-versa, the scheme looks still more attractive. It is not without the realm of reason to foresee "Piggyback" transit of canned pears from Medford to dockside at Brookings, thence by water to an East coast port for delivery in Washington, D. C. or the "back-haul" of a load of linoleum manufactured in Chester, Penn. direct

to a store door in the area.

But to accomplish these obvious possibilities, Grayshel then warned, and it is required is first to energize the local people, through the local Chamber of Commerce and the Port of Brookings Commissions support the project to the hilt, even digging down for funds when needed, and spreading the word by actual contact with all the people of Oregon as far east as Klamath county.

At that time, Grayshel advocated and which is herewith republished as a starter for consideration:

1. Two hundred and fifty members to the Brookings-Harbor Chamber of Commerce.
2. Membership dues to be increased in order to carry out the program from an individual fee of \$12.50 to \$100 top fee for the larger operations.
3. Set up a yearly budget of \$6,000 a year to support the program.
4. Promote and assist in the forming of a Tax League and proper re-assessment of taxes in Curry county.
5. Sponsor a reforestation program for logged off land.
6. Establish a main street office for the Chamber of Commerce.
7. Hire a secretary-manager to carry on with this program with the full support of the membership and the board of directors.

From all the above it should be born in mind that this whole story is a summary of what has gone before, the interest that was created, the specifications as to what the Federal government will require before we can get our foot into the door, the methods by which this data may be obtained and the very, very brief potentialities of the establishment of a whole transportation system giving to all of Southern Oregon and a wholesome segment of Northern California what once was and now is a very obvious necessity—a Seaport at Brookings.

We should concern ourselves accumulating as accurate data as possible on existing and potential needs for dependable ocean transport from Brookings. If this is sufficiently convincing, the next step would undoubtedly be the appropriation and making available by Congress of funds for the Army engineers to thoroughly study what we have here out of which to make a port and produce estimates which balanced against the commercial figures would go a long way to determine whether the work is done.

None of the hundreds of thousands of people in the neighborhood of the port can afford to lay off "Banging the Big Brass Drum".

VETERANS and Dependents

To United Veterans YOU OWE all YOUR Past, Present, and Future Benefits of Service.

JOIN AND WORK WITH SOME VETERANS' GROUP

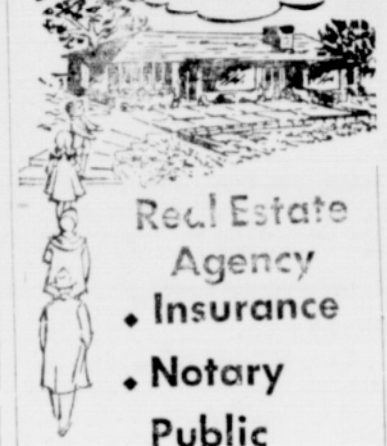
CURRY COUNTY POST & LADIES AUXILIARY, 966
 Meets 8 P. M., First & Third Wednesdays
IN THEIR OWN HALL
 Pioneer & Pacific



VOTE FOR
Byron LeRoy BRIMM
 Efficiency & Cooperation
Republican
Curry County COMMISSIONER

33 Years Experience as Logger and Lumberman
 Property Owner in Curry County for 9 years
 Pd. Pol. Adv.

LEONARD



Real Estate Agency
Insurance
Notary Public

— BUS. PHONE 4411 —
 — RES. PHONE 4712 —

Remember we are always available evenings at 217 Spruce Drive, Woodland Park Addition, Phone 4712.

Do you know of an elderly couple that would like an attractive two B. R. home in excellent condition and only one block from market and three from the post office for the real low price of only \$5,500.00 ??? If so be sure and have them contact us cause we have a dandy.

And, were you looking for that hard to get four B. R. home like new and priced right ??? Then look at this home built for a local contractor himself. Good location within walking distance of school. Then come take a good look for we think that you will like this \$12,500 priced home on a large lot. No close neighbors either.

Have you a good modern house trailer to trade on a lovely beach home ??? Then drop in right away.

If you have a good job and credit rating, yet not to much for a down payment, you can still purchase one of the better homes in Brookings with lots of four room double garage fireplace, plus electric heat, extra large fenced lot. This is a wonderful place for children. Beautiful lawn and shrubbery. Full Price is \$15,750.00.

How would you like a large lot 60 X 157 with ocean view, excellent lot in the Harbor district for only \$850.00. Can be had on very low down payment and monthly payments to suit you. We figure this could be a place to buy for a speculation. Buy, hold and make a profit, but buy now !!! Adjoining lot just sold for a higher price.



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