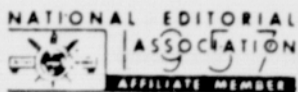


# THE BROOKINGS-HARBOR PILOT

AN INDEPENDENT NEWSPAPER



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Ray Pisarek, Joe Murphy

Editors and Publishers

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## EDITORIAL

### QUESTIONS ON THE DEVELOPMENT OF THE PORT

People are forever asking questions on the plans for the development of the Port of Brookings. It is exceedingly difficult at this stage of the game to determine just what the answers are.

We have five competent men in office as Port Commissioners for the district, and we must trust to their good judgement, and leave the development of the Port in their hands both by choice and by necessity. We all know what remarkable progress has been made during the past year. The Federal Government has appropriated some \$425,000 for the building of two jetties at the mouth of the Chetco. We have set up a port district. We have a working body of commissioners. We have watched them set up a budget, which calls for some monies to be expended in the acquisition of land and other necessities.

We referred earlier to the questions which the public has been asking about the Port development. We will attempt, as a newspaper to set those questions down--figuratively to bunch them. We don't expect answers from anybody now, because we are convinced that nobody has all the answers. However, it seems apparent that the Port Commission, as a group, will attempt to answer them in the coming months. We would like to think that an article such as this might assist them in some small way in knowing what a tremendous task they face.

ONE: What about dredging? Will the current appropriation leave any money left for dredging? And if not, will the scouring action of the river clear the channel enough to make it usable during the next year? How much would it cost to dredge the channel, and does the Army Engineers ever do such work?

TWO: A small boat basin: Will private enterprise build such a basin? Has any private party made overtures, as to the possibility of such a venture? If no private capital is planning on a move, would there be any likelihood of the Port District itself building the basin? Would the local and tourist demand for the basin warrant the expenditure of such funds?

THREE: Fishing fleet. We have heard about the possibility of fishing boats moving into the harbor. Has there been any attempt made to contact fishermen in the Northern California-Oregon area to see precisely what effect the Chetco Harbor will have on their operations? We know that a good many of them would like a harbor here in case of a storm or an emergency, but how many would make use of it for a full time base? Has any cannery people, or fish market people been contacted as to the possibility of putting in a commercial plant here?

FOUR: Barging and long range plans: Would dredging make this port a barging site, such as Crescent City? Would it be practical or desirable to install barging facilities? Would a firm such as Sause Bros. of Crescent City be interested in moving a part of their operations here, seeing that they now ship out some Brookings lumber? Long range planning has been progressing too, obviously. Does the government or army engineers have any long range plans for development of the harbor?

FIVE: Pleasure craft boating and launching: We know that the port commission feels that it is their duty to provide launching facilities. Do they have any concrete plans for work in the near future? Next spring? How far along are the negotiations with the state on the acquisition of a site?

In an effort to resolve at least some of these questions in the minds of the general public we think that it would be extremely helpful, and a great public service, if the Port Commission, in cooperation with, and assistance from the Brookings-Harbor Chamber of Commerce could arrange a public forum on the Port of Brookings. We would suggest inviting down the Port manager of one of the other Oregon ports, such as say, Charleston, or Depoe Bay, as well as having an Army Engineer official on hand. We are convinced that such a public meeting would brighten the minds of a lot of people.

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## for what it's worth

CLIFFORD ROWE

At times I am driven to the conclusion that education of today is more concerned with supplying rules and regulations than with providing good examples. And when I say "education", I am not referring to schools and teachers but rather to the environment in which the very young are being reared. For after all, we must admit that in spite of the vast sum spent for formal education, our children get most of their knowledge from the world around them. Specifically, I feel that the children of today are being deprived of examples after which to pattern themselves. In my own younger days, I learned that George Washington never told a lie' and somehow there was a promise there that if I never told a lie, I might come to be president some day. And then there were honest Abe, and Patrick Henry, and Thomas Jefferson--all great men whose lives a young fellow might wisely take as a model. I can even remember by high school days when my ideal was a star football player, or a big league baseball pitcher, or the world heavyweight champion; and I was lead to believe that if I follow a

clean life and stayed away from liquor and cigarettes, I, too, might someday be a great athlete. Needless to say, I did not become a star, but certainly my failure to do so was not due to the fact that no standards were available.

Today, however, I feel sorry for the youngster seeking an ideal. He listens to the baseball game and the account is sponsored by a beer company which tries to convince him that this beer has its birth in the cool, green glades of our own Cascades. And tennis players, baseball heroes, and football greats are all pictured on TV dragging deeply in order to fill their lungs with smoke from a certain cigarette; and the youngster doubts if he can go out for baseball since he does not have enough money to buy a mitt and cigarettes to.

All of which reminds me that someone once said that the father who whips his son for swearing and swears himself while he whips him, does more harm by his example than he does good by his correction. A rule may be memorized and quickly forgotten; an example set by a loved one can live forever.

## PIPE DREAMS

JOE MURPHY



They laughed when Bud and Joe sat down to play the piano--or when they switched to "off-set". Although we are far from having all the bugs ironed out yet we have had some definite encouragement in the past few days. At the request of the Publisher's Auxiliary--a trade publication that goes to almost every newspaper in the country--we wrote an article telling of the many problems involved in the switchover from "hot lead" to the very new "cold type" process.

The Auxiliary printed the article in full, giving it a two column headline on the front page of their last issue, arriving here Thursday. Saturday we had two requests for copies of the Pilot, and on Monday we had another half dozen requests for further information on the process. Some of the newspapers even had the kindness to send along money and stamps. All of them were extremely interested, and several said that they wished that they had had the "guts" to attempt to do what we have done. It seems nice to be a "pioneer" in a field. Maybe we can write a book. At least those people having their names in this issue know that critical editors from Pennsylvania, Colorado, Arkansas, Texas, South Dakota and other parts of the U.S. are now reading the Pilot.

Jackie Felipe.

We understand that Velma Erb almost got tossed in the mighty blue Pacific the other evening. Fortunately husband Sam was right there to rescue her. Incidentally, speaking of the Pacific--my beautiful, smelly, white pipe washed out in the sea a few days ago. If it washes back in--do not hang it over the mantle as an example of pretty driftwood. I will pay a reward for its safe return. After all I have paid a Rotary to get it back any reward will be a mere pittance.

## BOATING MOVIES

Jerry Evans of Crescent City showed his boat movies last Friday evening at the regular meeting of the Chetco American Legion Post.

The group is looking forward to August, when the Brookings

Post will play host to the district meeting of the 40 et 8 organization.

Twelve Navy ships steamed 300,000 miles during Antarctic Operation Deep Freeze Two.

## Letter to Editor

EDITORS NOTE:

This is a complete copy of a letter sent by Congressman Charles O. Porter, of this district, to Postmaster Arthur E. Summerfield.

Honorable Arthur E. Summerfield  
The Postmaster General  
Washington 25, D. C.

Dear Mr. Summerfield:

Please refer to my letter of May 3 regarding the Post Office at Harbor, Oregon, and to your reply of May 14.

You referred my inquiry to Mr. S.G. Schwartz, Regional Director Main Post Office Building, Portland, Oregon. I received a reply from Mr. Schwartz dated June 5. In his letter to me Mr. Schwartz said that "budgetary limitations will not permit negotiations for new quarters at this time, but recent arrangements with the lessor of the Harbor post office and others should alleviate the problems of flooding and structural deficiency".

On July 15 a representative of mine in the district called the lessor of the Harbor Post Office and asked him about these alleged arrangements. The lessor told my representative that as far as any changes are concerned he knows nothing about any improvements on this building or any other improvements.

Mr. Summerfield, I really feel that the Post Office building in Harbor, Oregon, is a disgrace to the Post Office Department.

I am informed that half of the building was at one time a chicken coop and the other half was a milk shed. The two sheds were put together and a little paint applied and for the past ten years it has been called the United States Post Office.

I have been told that on several occasions water has stood on the floor of this building several inches deep. The Postmaster has had to put up sheets of plastic next to the ceiling to divert the water coming through the roof. The water thus diverted runs down one wall of the building and in this manner the mail is protected during the rainy season.

I have been told that there are several times during the year when the Postmaster and his assistants are wet up to their knees while working in the building. All packages and other items of mail must be put on high tables and moved to areas of the building which are relatively free from leaks.

I have also been informed that there is at least one person in the town of Harbor who would be willing to construct a modest concrete, brick or lumber structure for the Post Office Department under any fair lease arrangement.

I certainly feel that this situation deserves more consideration than it has so far received.

Sincerely,

Charles O. Porter  
Member of Congress



## SKETCHBOOK

BUD PISAREK



WHICH TOURIST ISN'T TRAVELING WITH 5 KIDS, TWO DOGS, WIFE, AND MOTHER-IN-LAW ???