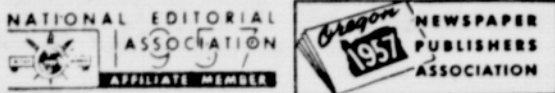


# THE BROOKINGS-HARBOR PILOT

AN INDEPENDENT NEWSPAPER



Entered as second-class matter at the postoffice at Brookings, Ore. March 7, 1946, under an Act of March 3, 1879

Ray Pisarek, Joe Murphy  
Editors and Publishers

SUBSCRIPTION RATES:  
One Year in Advance (in Curry County) \$3.00  
One Year in Advance (outside Curry County) \$3.50

## EDITORIAL

### GOLD RUSH DAYS

There are numerous and encouraging indications that the mineral development of this area may be nearer to reality than a lot of us think. There is nothing concrete to report at this time, but nevertheless a miniature "Gold Rush of 1849" seems to be taking place in Southwestern Oregon, and Northwestern California.

A Crescent City paper reported that a total of 114 mining claims were filed in Del Norte county during the past month, many on the Smith River. Other claims have been filed in Curry County during the past few months. Rumors are prevalent in Crescent that a firm is locating a reduction plant there. We certainly aren't in the newspaper business to report rumors, but it is evident that the atmosphere for mineral development seems unusually high.

We know that there is still plenty of chrome mining being carried on in this rugged country. We know that engineers have been up on Mt. Emily again, snooping around. We know that big hunks of property has been optioned in the Red Flats area, presumably for the nickel content. We know that in neighboring Josephine county, near Illinois Valley, there is plenty of action in the core drilling on nickel deposits. We know that to the north samples of coal are being taken out of the Eden Ridge project. We know of several people that have talked about people wanting to lease property for their mineral rights.

Nobody, it seems, has any doubts that this country contains a large amount and variety of minerals. Everybody seems to believe that the minerals are fairly low grade--but new methods of processing and new types of reduction centers have made feasible the development of low grade ores in other regions.

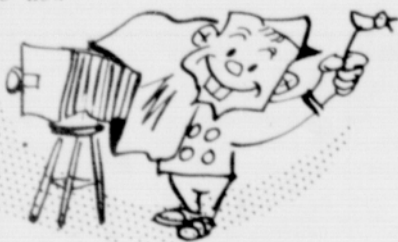
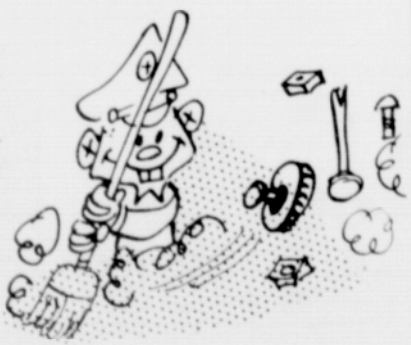
It seems obvious that the only reason that there has been little development before this is the lack of adequate transportation. It can work both ways, however. We feel that it must be evident, that if a sizeable mineral concern did come into this region, then the transportation would necessarily follow. We just don't think that it will be too many years before the mining industry in this area will be a potent one. If anybody has any ideas on how we can speed it up--we'd be glad to hear from them.



### SKETCHBOOK

BUD PISAREK

The PILOT like so many other small town newspapers faced with the age old problem of making an honest buck and to give its readers a topnotch paper went into action by sweeping out the old outmoded method of letterpress and came up with a new and better method, called "OFFSET". Since its installation many papers all over the country have written the PILOT asking for advice on the new "photographic" process.



## for what it's worth

CLIFFORD ROWE

It is difficult to realize that there is any necessary activity existing today which does not have a formal organization supporting it. Of late, though, I have become aware of the need for one more. Fitting action to the thought, I now announce the formation for the SEIC, the Society for the Elimination of Idiotic Customs. Membership is open to all who are not opposed to change.

Naturally in order to be consistent with the purpose of our organization, no dues will be assessed, thus eliminating that idiotic custom before we start. In fact, no money will be required. Certainly as founder and president, I do not expect a salary (Unless the membership insists), with the result that with finances missing from the picture, even the office of treasurer can be discarded.

As founder of this much needed society, I will from time to time bring before you matters demanding of attention. Member becoming aware of idiotic customs which need extinction are also urged to assist by making them known.

This week I want to bring up for consideration an idiotic custom which has far outlived any use-

fulness which it may have ever possessed. I refer to the introduction of speakers at public gatherings. This custom has been given so much increased attention and time that it begins to threaten the very existence of that which it was created to assist.

The harmful aspects are, I am sure, apparent to all. They include the possibility of the introducer giving a longer talk than the speaker; or the introducer giving the speech of the speaker; or worst of all, the introducer being so lulled by the sound of his own voice that he forgets the speaker entirely.

From this date hence, loyal members of SEIC when faced with the task of introducing a speaker will adopt the following formula "Ladies and Gentlemen, Dr. Raven Rant will now speak on the subject 'Petunia Culture among the Eskimos' ". That will be all; no more, no less. However one should be on the alert for any possible shock to the principal speaker. Being allowed the privilege of utilizing all the time originally promised him may be too much to bear.

Possible the next step in the society's campaign may be to eliminate the main speaker as well

## PIPE DREAMS

JOE MURPHY



It seems that every truck driver I meet gives me dirty looks, and I have never been able to figure it out. Apparently we wrote an editorial a few weeks ago, proclaiming the need for caution on the North Bank Chetco road, because of the traffic which is quite fierce this summer. However, all the truck drivers got the idea that we were picking on them--which was far from the case, as I personally feel that most truck drivers make their living driving while the rest of us are strictly amateurs in the field.

Most drivers will tell you that the worst accident hazard in the county is the Sunday driver, heading up the River road just looking at the pretty scenery. We certainly have no quarrel with most of the truck drivers--although they would be the first to admit that there may be a sour apple in every barrel.

Frankly, I have a lot of sympathy with: One. The rock carriers who has to slow down to a reasonable speed, while the chance of his making a buck or two depends upon how many trips he can make each day; and Two. The Log truck drivers, who must come down the Chetco, and make that horrible turn onto highway 101. Those drivers would be quite justified in making city, county, and state officials make one trip--and one turn with them around that bend. Then, undoubtedly, there would action in pushing through that proposed cut-off. Like one driver reported Monday. "Things will go on this way until somebody loses a load of logs on the highway, and somebody gets hurt."

I haven't been able to work up much enthusiasm over the first annual excursion to Bird Island. Where are these people that made the Oregon Trail trek? What about the great western pioneer spirit? Go West young man. Our main purpose on the island, would be, of course, to investigate those flickering yellow lights people have been reporting seeing on the big rock.

We got a chuckle out of the drawings Tuesday night at the Fair Princess spaghetti dinner. One of the top prizes was a bicycle, and it was won by Hank Houvila. Everybody in the place could imagine Hank riding the bicycle down Chetco Ave. The top prize was a beautiful Hi-Fi set--and was won by Mr. Roberts, owner of the Roberts Bros. Carnival, which was in town when the girls were selling tickets. Roberts bought \$10 worth of tickets.

## BACK CURRY CO LOG CUT TOLD

Log production in the state of Oregon for the calendar year of 1956 was 9,335,810,000 board feet, according to figures that have just been compiled in the office of State Forester Dwight L. Phipps. This is 384 million board feet below that of the previous year and nearly half a billion board feet below the banner year of 1952 when the all time record cut of 9,802,471,000 board feet was reached.

Curry County Cut 387,222,000 was 9th highest in the state. Douglas county was in the lead in 1956 with a cut of 1,776,297,000 board feet of timber, with Lane county next in line with 1,107,384,000 board feet. Lincoln and Coos counties were the only two additional counties which reported a cut of slightly over the half a billion board foot mark.

In the breakdown of production by land ownership, the report indicates that the national forest of the state provided 1,876,000,000 board feet of timber while the Indian reservations produced 163,038,000 board feet.

By far the greater cut came from the private lands of the state. The exact amount cannot be determined since Bureau of Land Management cut is included, but it will closely approximate six billion board feet.

State Forester Phipps pointed out that his estimate of the log production has no relationship to the lumber production of the state. He indicated that some of the timber had been processed in Washington mills while a limited footage of logs may have come in to the state from both California and Washington.

### DODGE SCHEDULES ADS IN 3,700 NEWSPAPERS

Dodge has scheduled advertising space in 3,700 of the nation's daily and weekly newspapers to back its "most aggressive Summer sales program", according to W. D. Moore, director of advertising and merchandising.

Moore said display ads running from three to seven columns in size would be used in the campaign which runs for a 10-week period extending through September. The firm will spend more than \$1,000,000 on the program, including radio and television to supplement the newspaper campaign.

Based on the theme "You're paying for a new car--make sure you get one!", the selling program is designed to take advantage of the growing market for cars in the Summer and Fall seasons; to maintain sales momentum built up through the first half of the 1957 model year; and to meet heavy "price" campaigns by competitors, Moore said.

Mr. and Mrs. C. A. Speer, and daughter, Marilyn, of Sacramento, are visiting Mrs. Speer's mother, Mrs. Ethel Jackson. Mr. Speer will do some deep sea fishing. Mr. Speer is employed in an aircraft plant. They will be leaving here the last of this week.

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