

field and heard the boys gripe about 'the state's going broke,' 'they owe me interest on my money this month,' 'my grocery bill will be so high by the time I get my check that I can't pay it all,' etc. Some new men don't bother about griping. When their check does come they say, 'Well I'm quitting and going where I *can* get my pay.'

The writer continues to say "This is a discouraging condition, and is not new. In a general check-up of the men in the field, in and around the Eugene District, I find there isn't a man who cares WHEN pay day is—just a DEFINITE pay day so he can adjust his business to fit."

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The editor appreciates being advised of his error, especially when it brings out frank expressions such as this which are based on fact. The O.S.E.A. has received a good many complaints of like nature, and has taken positive action with the highway department in calling their attention to this same criticism. We have reason to believe that steps are being taken to stabilize and make regular the pay days for employees. The Association will not rest in its efforts to have such matters corrected.

### CAPE KIWANDA

(Cover Picture)

By E. A. ROSTELL

Of Oregon's 400-mile coastline, Cape Kiwanda, near Pacific City south of Tillamook, is considered one of the most spectacular scenes, emphasizing the endless conflict between sea and shore.

Here sandstone headlands rear colorful crests up to 200 feet above the restless surf of the Pacific, which for centuries has been dashing against these ageless battlements. The cape projects itself into the ocean about one-half mile from the general trend of the coast, presenting its unusual beauty mainly for the benefit of hikers who would walk a mile and one-half from Pacific City or from Terra del Mar.

Behind the cape are bright sand dunes which long ago inspired the area

to be known as Sand Cape, but which in later years gave way to its present name. Some say Kiwanda to the Indians meant "wind mountain," but more authoritative sources point out that Kiwanda was once a mighty Indian chief of the Nestucca tribe, a man of courage and understanding. However, most of his feats of yesteryears have long been lost to history.

The cover picture was taken by Ted Rosin, photographer for the Oregon State Highway Commission Travel Information Department, with which he has been connected for the past year. He is a former Tillamook resident and U. S. Navy photographer. He has taken numerous scenic pictures in the Yellowstone and Grand Teton areas. More recently he has been recording Oregon scenes on film.

### GEORGE PERKINS

George Newton Perkins, of Jewell, Ore., died on the morning of June 29, while at his work six miles north of Jewell. He has been assistant foreman of state highway maintenance, Jewell section, for the past twelve years.

Mr. Perkins was born in Helena, Mont., on August 20, 1890, moved to Tacoma, Wash., while quite young and later served as circulation manager for the Tacoma Times. He moved to Jewell in 1916 and served in World War I. After his discharge from the army, he moved to Portland where he was married and engaged in tile work.

He returned to Jewell in 1933 and purchased a small place. Two years later, in 1935, he started working for the Oregon State Highway Department. His survivors include his widow, Pearl M. Perkins, and one stepson Dale J. Campbell, both of Jewell.

OSEA members will recall that George was a perfect attendance member of Astoria Chapter and was recognized appreciatively for his interest in Association affairs in the March-April issue of the State Employees. He will be missed greatly, and in his passing we extend our heartfelt sympathy to his family and relatives.