

Former Student Visits Mrs. Knowles Sunday

MIST — Mrs. Leola Johnston of Lebanon arrived the latter part of the week to spend a few days with Mr. and Mrs. Charles Sundland. Mr. and Mrs. Arby Mills visited with Mrs. Johnston and the Sundlands Saturday evening. Sunday callers included Mr. and Mrs. Walter Matthews and Mrs. Sulo Sanders, Mrs. Rhea Wodtly, Mr. and Mrs. Delmar Bornder and Mildred Nickerson, all of Portland. Mrs. Wodtly and Mr. Bornder also visited with Mrs. Elsa Knowles. Delmar was a student under Mrs. Knowles when his family lived here.

Mr. and Mrs. Bernard Dowling of Vancouver spent the week end with his father and sister.

Mr. and Mrs. Claude Kyser were in Cathlamet, Washington Tuesday at the Byron Hawkins home to see their new grandson, Michael Byron. Mr. and Mrs. Kyser visited at the Bill Kyser home in Forest Grove Saturday afternoon.

Letter to the Editor

To the Editor:

LET'S HAVE THE TRUTH

Just to set the record straight—on the Court House issue. We feel that if information is to be given it should be given correctly and impartially. There were a number of misrepresentations on the brochure handed out at the Court House meeting on February 3rd and published subsequently in the newspapers (based on the brochure) regarding the proposed Neuman site.

If the PEOPLE want a new Court House then they should know facts, not untruths. In the first place the comparison was made on a one acre site to a 5 acre site to a 12 acre site—hardly a just comparison.

The price of land on the 5 acre Neuman site was offered by the owner for \$35,000.00 not \$37,500.00. The street paving on the same Neuman site was shown to cost \$26,969.60—why should this be a different amount than the other sites? There is no pavement on any of the proposed sites, hence, for a similar area sit-

uation each site would have to start from no improvements, making the cost approximately the same for any of these sites. The cost of sidewalks also should be the same—as a matter of fact the Neuman site needs no fill material as it has a natural nearly level base. The sewer cost is shown as \$6,550.00. We would like to inform you that there is a City sewer line on the full Southern boundary of this property.

Our computations show that the cost of the Neuman 5 acres, plus all improvements should run less than \$60,000.00 on a comparative basis with the other sites and has ample room (over 15 acres if required) for expansion. The parking area would be unlimited. The Neuman site is not, as stated, predominantly residential. This piece of ground is not even zoned as residential. There are nice residences some distance from it on two sides but this is bounded on one side by the Columbia District Hospital and Nursing Home; and on another side by a modern \$80,000

multiple rental and a \$175,000.00 church. One of the streets leading to this Neuman site from Columbia Boulevard is Bradley Street, a City Street now 40 feet wide but which can easily be enlarged. Also, it is not a subdivision street as stated in the brochure. On the West side is Sunset Boulevard, a hard surfaced, 60 foot street also off Columbia Boulevard. There is a dedicated 50 foot street now in the process of construction connecting Sunset Boulevard and Bradley Street and paralleling a portion of this site and has complete sewer facilities. The cheap houses mentioned to be near this site are only two old houses as compared to a great number of old houses on each of the other sites.

We believe that knowing the facts is pertinent to a person's making a decision on such an important issue and urge that you make an inspection of this Neuman site and from it form your own opinion considering the long term potential for future requirements.

You should keep in mind that at the time of your "on site" inspection that it is not a potential industrial area development site capable of bringing in much new industrial tax revenue, but in an area as fit for a

Court House as for the Columbia District Hospital, a large Church and a substantial 8-plex rental. In other words it is adapted for the Court House property and will not infringe on any industrial development. It is more accessible to the general public than the downtown areas.

/s/ Henry Neuman
Florence Neuman
Scappoose, Oregon

I would like to use this medium to express my thanks to the Nehalem Valley residents for their cooperation in making the PTA Variety show a success. Their display of enthusiasm was evident from the very beginning.

To produce a show of this caliber, it took a team of committee heads who worked well together and was willing to give a great deal of their time and talents. The behind-the-scenes efforts of these people was an especially important facet of the program.

The performers were a very delight to deal with. They didn't hesitate to learn a dance, sing, or play a song they had never before tried. One fellow played accompaniments in three different parts of the show, never once complaining and being at

as many as four rehearsals in one week.

People who were asked to perform but thought they were "too rusty" or just not talented enough, loaned music, stage props, donated paint, costumes and were willing to do anything else to assist. This is the type thing that gives a person the power to keep going full speed on a project.

I realize from this show that there is a real need for talented persons to get the opportunity to display their talents, whether it be musical or artistic.

The accolades that have deluged the participants have far more than justified their efforts, I'm sure.

Thank you all again for your cooperation and confidence.

Sincerely,
Donna Rumbaugh
Variety Show Chairman

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A MESSAGE IN THE PUBLIC INTEREST

about repeal of the 1913 Excess Freight Train Crew Law being considered by the 1965 Oregon Legislature (House Bill 1198)



RAILROAD JOB SECURITY WILL BE PROTECTED

upon repeal of Oregon's Excess Crew Law

No other industry offers job protection like this!

Repeal of this law will not impose hardship on present career railroad employees.

Firemen Protected

Firemen are protected by the award of National Arbitration Board, with benefits according to length of service.

Brakemen Protected

Brakemen employed on or prior to January 25,

1964 are protected by agreements and commitments already made by Oregon's railroads.

Repeal Long Overdue!

Oregon's obsolete 1913 Excess Freight Train Crew Law forces an unnecessary cost burden on every consumer and shipper in our state. In all the nation only four other states have laws requiring six-man crews on freight trains.

**Let Oregon Compete...
Let's get back on the track**

THE RAILROADS OF OREGON

Great Northern Railway
Northern Pacific Railway
Northern Pacific Terminal Co.

S.P. & S. Railway Company
Southern Pacific Company
Union Pacific Railroad Company