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Back in August of 1965 I was privileged to accompany two county deputies on a trip to the resort community of Marial, in Curry's back-country, where a routine visit was interrupted by the appearance of two deputies from Josephine county and the police chief of Glendale, who were hot on the trail of a check forger that had picked the wrong place to hide out... there is only one road to Marial, a road that drops from the mountain top down into the Rogue River canyon.

When you break out of the timber as you enter Marial, the first thing you see is the beautiful Anderson ranch with its white-trimmed red ranch house, care-takers' cottage, barn and other out-buildings. We made the ranch our first stop, where we met caretakers Al and Dot Beaudin. Dot was in the middle of canning but Al jumped at the chance for a little diversion and offered to give us the grand tour of Marial and introduce us to Manfred and Marial (whom the lodge was named for) Akesson. We met some nice folks, saw beautiful country, nabbed the forger, suffered some extreme heat, and eventually made it back home, despite having a flat tire on the way over.

Reason I bring this up nine years later is that Saturday morning a pickup pulling a big trailer pulls up in front of the office... and the guy behind the sun glasses who bangs on the front door 'til I let him in turns out to be 'ol congenial Al from Marial. Dot remained in the vehicle while Al and I confirmed who we were (nine years did make SOME difference, after all). The reunion, however, was sadly interrupted by the appearance of a state policeman. Seems that Al's trailer was sticking a little out into 10th St., which caused the officer to forthwith write him a citation for impeding traffic... the only traffic being the officer.

Needless to say, Al was a bit unhappy about the \$17 violation. In fact I got the distinct feeling that he thought it was a pretty steep price to pay for a few minutes of talking over the events of a hot day back in '65. Some days it sure don't pay to look up old friends.

Hey George! How do you like having your brand new car refuse to start until you fasten your seat belt? Even if you don't intend on moving it more than a couple of feet... or you just want to let it idle while you listen to the sweet hum of that smooth running engine while you're parked in your yard.

Well, there is an alternative being proposed that would make it possible to start the car without buckling the belt, but it would still be impossible to move it. Seems kinda ridiculous that a person can spend his hard-earned cash on a vehicle... then have the vehicle refuse to operate until the driver obeys certain commands from the vehicle. It would make you think the driver was totally without brains of any kind. That stupid buzzer that blasts off until seat belts are fastened is bad enough... but a car that refuses to start or move because the driver didn't fasten the belt is pure mechanical tyranny. By the way, did you ever think that mandatory seat belt fastening restrictions built-in to autos might just lead to the mandatory installation of engine governors that would make it impossible to exceed a certain speed?

But getting back to the new seat belt proposal, your comments on the matter may be sent to the Docket Section, National Highway Traffic Safety Administration, Room 5221, 400 Seventh Street, SW, Washington, D.C. 20590. Why not give 'em a piece of your mind?

Congratulations are sure in order to Pirates Randy McCune and Bruce Colven for being named to the Big Fir League's First Team All-Stars. Especially since the Pirates earned two Places on the first team, and league leading Oakland didn't place any. (They did get two on the second squad.) I say Pacific had the honor coming!

You gals don't forget the coat-making class all set to start next Thursday, March 28, 9:30 a.m., in the conference room of the county office building in Gold Beach. You can call the county extension office toll free from the north end of the county by dialing 0, then asking operator for Commerce 9213. When she connects you with the court house, ask the switchboard operator there for extension 226.

By the way, even with direct dialing now in effect, you still use that procedure to reach county offices, including the sheriff's office.

How ya taking to all the recent sunshine, I ask? The Funny Farm has seen a couple days of 70 degree weather, and one day it topped off at 72... which ain't too bad for March.

If all them candidates who were gonna run ain't done so by now... it's too late. Filing finally ended Tuesday at 5 p.m. That is it ended for candidates other than those running for offices in special districts such as cemetery maintenance, rural fire, sanitary, water, schools, ports, and the like. Filing for positions on those groups will end Tuesday, April 2. Elections for those districts, however, will be Tuesday, May 7. The primary election is set for May 28.

Two positions are up for election on the local Port Commission, and we'll have more about that next week.

**LETTERS to the Editor**

TO THE EDITOR

This an open letter to the people of Port Orford. Are you a concerned parent? Do you pay taxes in this (school) District? Do you have questions on the busting plan? Are you concerned about the effects this plan will have on the quality of education for our Port Orford children, and the long-range cost to the taxpayers of the district?

If you are concerned, now is the time to attend your school board meetings. Talk to your representatives. Let them know how you feel on the subject.

We feel that the school board made a hasty decision, that leaves us with no alternative should the 6-6 plan be defeated again. You will have a gun at your head, so to speak, to continue to bus our (the majority) students of the 7th and 8th grades indefinitely to Langlois.

If busing becomes a permanent thing, then the school board and the taxpayers will be faced with a costly expansion program at Langlois. Here again, no one knows for sure how costly this will be. And if this comes to pass, do we want our permanent junior high facility located at Langlois, where the smallest fraction of the total student load lives?

The effects of this hasty, short-sighted move are far-reaching and quite serious to this community.

Our questions are numerous. The answers have not been forthcoming. If you feel that we, as the majority of the patrons of this district deserve answers, (and satisfying ones) about future planning of our school district, then we suggest that you turnout, en masse, to the next school board meeting and voice your opinion.

Sincerely,  
 Kay Vincent  
 Bethna Goergen  
 Carole Silvernail  
 Harold Silvernail  
 George W. Vincent  
 Richard L. Goergen

TO THE EDITOR  
 There is a certain bus driver at our local grade school that I feel is deserving a salute.

It seems that this man had a bad habit of handing out candy to children on the bus every Thursday. Some of the town's mothers felt that the once a week candy was ruining their children's teeth. The bus driver was informed that candy day had to stop. If I was this bus driver I'm afraid that such a reprimand

**dellenback Report**

**CONGRESS AND ENERGY LEGISLATION**

Literally hundreds of bills have been introduced in Congress during recent months in response to the energy crisis. Four of these measures have been in the forefront of Congressional attention recently as Congress seeks to pull together the federal role in dealing with energy problems.

The first of these four bills, the Emergency Energy Act, was vetoed by the President earlier this month and killed when the Senate sustained the veto. In my opinion, this bill would have vested too much unrestricted power in the hands of the President. For example, it would have authorized the President to impose gas rationing when he felt it necessary without Congressional approval or oversight.

Although I hope it will not be necessary to impose gas rationing, I am not opposed to the existence of some kind of standby authority. But I feel strongly that Congress should at least have the chance, if not even the obligation, to take part in a decision that will affect as many people as gas rationing would. For this reason, and because of other reservations about the bill, I had voted against it and was glad the Senate sustained the veto. This bill was another example of Congress attempting to pass poor and ill-advised legislation in the face of a crisis rather than to wrestle with the problems when they first appear and to develop comprehensive, well thought-out legislative solutions.

A second major energy bill would establish the Federal Energy Administration and define its responsibilities. At present, the Federal Energy Office, created by Executive Order, does not have a mandate from Congress. This bill has passed both the House and Senate and is now in Conference Committee.

The third major energy organization bill would establish a unit separate from the Federal Energy Administration to administer federal efforts in energy research and development. This bill to set up an Energy Research and Development Administration passed the House in December and is pending in the Senate Government Operations Committee.

It was during House debate on this bill that I offered an amendment directing the Council on Environmental Quality to carry on a continuing analysis of the environmental effects of energy research.

The fact that my amendment was defeated seems to me to be part of a dangerous trend that Congress may be turning its back on the environment in the rush to overcome energy shortages. As severe as energy shortages are, I believe they can and must be solved without totally sacrificing environmental considerations.

A fourth major energy policy and program bill is being handled by the House Interior Committee on which I serve. I was delighted last week when the Environment Subcommittee of our Committee approved my version of this bill to help determine policy for the Energy Research and Development Administration in the non-nuclear area. The next step is approval by the full Interior Committee so that the bill can be sent to the House for what I hope will be its early approval.

To date, I believe the Congress has been too slow in dealing with the energy crisis in a rational and comprehensive manner. It is my hope that Congress will speed up action on legislation that will approach head-on and in an effective way solutions to the energy crisis.

**Farmers Can Get Help To Estimate Diesel, Gas Needs**

There's help available for farmers and other agricultural producers who have to estimate how much fuel they'll need this year to qualify for their allocation under federal energy regulations. Worksheets and instructions for calculating fuel requirements are available at local

offices of the Oregon State University Extension Service and the Agricultural Stabilization and Conservation Service (ASCS). Extension agricultural economists prepared the worksheets to use in estimating fuel needs for each farming operation. The estimates are based on fuel consumption rates, the number of hours per acre for each farming operation, and the number of acres farmed.

Agricultural producers are eligible to receive 100 per cent of their current fuel requirements, but they first must certify to their suppliers what their needs will be.

Gene Nelson, OSU Extension agricultural economist, said producers who know the maximum power take-off (PTO) horsepower of their tractors can easily calculate fuel consumption per hour. Diesel tractors consume about

**Bill Supports Merchant Marine**

Congressman John Dellenback has sponsored legislation to require that a percentage of United States oil imports be carried on United States flag vessels.

The bill is intended to help bolster our merchant marine industry," Dellenback said. "Its enactment would assure at least a certain amount of continuing business for U.S. vessels."

Dellenback explained that the bill would require that at least 20% of all petroleum and petroleum products imported into the U.S. be carried on privately owned U.S. commercial vessels, with the percentage to be raised to at least 25% after June 30, 1975 and to at least 30% after June 30, 1977.

0.045 gallons per horsepower per hour. Multiplying this number times the PTO horsepower yields the average gallons per hour for diesel rigs.

Gasoline tractors consume fuel at higher rates, he said. Their average consumption in gallons per hour is found by multiplying 0.064 times the maximum PTO horsepower.

Farmers also will need to know how many hours are required per acre for accomplishing each farming operation. Nelson pointed out that past farming records are insufficient, the figures can be calculated based on speed, implement width and the efficiency of the operations. Nelson said.

Fuel suppliers will indicate what information is required and how it should be submitted to them. Local offices of the ASCS will assist with questions and problems.

**Obituaries**

**Funeral Services Slated Saturday**

Funeral services for Jesse J. Ponting, 67, Port Orford, will be held at 2 p.m. Saturday, March 24, at the Assembly of God Church.

Mr. Ponting was born September 16, 1907 in Portland, and died late Tuesday.

Additional details were not available at press time.

**Donald Smalley**

Private services were held Friday, March 15, at 10 a.m. in the Poole-Larson Funeral

Home in Eugene for Donald Eugene Smalley, a former resident of Port Orford. Interment was in Sailor Cemetery at Noti.

Mr. Smalley was born April 2, 1934, in Neodasha, Kansas. He died as the result of a truck-train accident Wednesday, March 13.

He is survived by the widow, Barbara of Eugene; two stepsons, Matt and Robbie Hand; two sons, Joe and Shannon Smalley of Coos Bay; father, Richard B. Smalley of Port Orford; sister, Phyllis Packard of Colorado; a granddaughter, Jeanette Smalley of Salem, a niece and two nephews.

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