

HUNTING: ‘Drones don’t fit within the definition of fair chase’

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Sen. Bill Hansell, R-Athena, said there was no discussion about the bill in caucus and everyone agreed it was a good measure. Drones would take the sport out of sportsmanship, he said, and have no place in Eastern Oregon’s hunting tradition. “Everybody saw that. It made sense,” Hansell said. Once the bill is signed by Gov. Kate Brown, Oregon will join Alaska, Colorado, Idaho, Montana and New Mexico as western states to ban drone hunting. Jennings said he is pleased with the legislature’s support of fair and ethical hunting. “There’s really no ethical means of hunting with a drone,” said Jennings, who is based in Bend. “It just gives man too much of an edge.” If hunting with drones

were to become widespread, it would raise havoc with wildlife and create mayhem in the wilderness, Jennings said. Duane Dungannon, state coordinator for the Oregon Hunters Association, also supported the bill in a prepared statement. “Fair chase is a crucial element of modern-day hunting, and drones don’t fit within the definition of fair chase,” Dungannon said. “Technology is advancing so fast that it’s difficult to stay out in front of it. This is an effort to at least try to catch up with it.” HB2534 would not stop ODFW from using drones for research or to benefit wildlife management or habitat, according to the bill.

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PENDLETON: As it is, the city allocates \$300,000 to street repairs

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improvements without a funding mechanism. While the meeting was ostensibly about all city infrastructure, the discussion quickly zeroed in on street funding. As it is, the city allocates \$300,000 to street repairs, which is almost entirely focused on “collectors” and “arterials,” the city’s more widely traveled streets. But those streets comprise less than 10 percent of the city’s roadways, and neighborhood streets remain some of the worst in the system. Councilwoman Jane Hill asked the audience if they would like the city to dedicate more of its current funds toward neighborhood streets, but her question was left unanswered. Mayor Phillip Houk said the city would need to take a “two-legged” approach to fund streets, like instituting a gas tax and a utility fee. New ideas were also added to the mix. The one that seemed to gain the most traction was a frontage tax, a mechanism that would assess residents a tax based on the square footage of a property facing the street.

Councilman Tom Young proposed a city-based income tax earmarked for streets, which levies a tax on all Pendleton workers, with workers that commute to town charged a lower rate. He said it was popular with cities in his home state of Indiana. Councilman Neil Brown offered another idea with routes from out of state. Brown said many cities in Arizona have instituted a “rental service charge,” which assesses a tax to all rental properties in a city. When not talking about possible revenue sources, talk strayed to how the city could convince the public to support new taxes. Resident Dave Lange gestured to the audience, most of which were age 50 and over, and said they were not an accurate representation of the voting public. Lange said the city needed to do a better job of incentivizing community meeting attendance, or barring that, borrow a page from the Pendleton School District bond campaign and go door-to-door.

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NAVY: Will be in continuous radio contact with the commercial ships

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before departing without further incident. The Pentagon later said it considered the incident a provocation. The strait is narrow and partially within Iranian territorial waters. Under an internationally recognized protocol called “innocent passage,” maritime traffic is permitted to pass through the strait without interference, even if ships at times are in Iranian territorial waters, so long as they are not violating strictures against such things as carrying weapons or collecting intelligence. U.S. defense officials said the decision to begin accompanying U.S. commercial vessels as they transit the strait was based on a recommendation by U.S. Central Command, which is responsible for U.S. military operations in the Middle East. Defense Secretary Ash Carter was briefed on the decision, one official said, adding that the Obama administration does not want the move to be seen as provocative, given the delicate state of the Iran nuclear agreement. The pact has yet to be finalized and is the subject of intense scrutiny and considerable criticism in Congress. The officials were not authorized to discuss the decision publicly and spoke anonymously. At an unrelated Pentagon news conference, Air Force Gen. Philip Breedlove was asked about the decision and said he was aware of it. Breedlove, the top U.S. commander of NATO in Europe, said the Navy is well-practiced at protecting freedom of navigation in the Gulf. “It is a mission they have done in the past,” he said. The Navy makes a distinction between accompanying ships and escorting them,

although the difference appears to be small. The officials said U.S. Navy ships will be present in and near the Strait of Hormuz while U.S. commercial vessels are in transit, but they will not escort them continuously. The 5th Fleet, which is the naval arm of Central Command, currently has a destroyer, the USS Farragut, in the Gulf, as well as three smaller coastal patrol ships. No additional ships are being dispatched to the region, one official said. U.S. Navy ships will be in continuous radio contact with the commercial ships and possibly will stay in visual contact during their transit of the strait, the officials said. The U.S. commercial shipping companies will be notified in advance of these new procedures. One official said the new approach will be reviewed daily, taking into account Iranian behavior. The circumstances of Iran’s seizure earlier this week of the MV Maersk Tigris remain unclear. A spokesman for the Danish shipper, Michael Storgaard, said the company learned Thursday that an Iranian appeals court had ruled the company must pay \$3.6 million for a 10-container cargo delivered a decade ago on behalf of an Iranian company in Dubai, United Arab Emirates. However, the cargo never was collected, according to Storgaard, adding it eventually was disposed of by local authorities. Storgaard said Copenhagen-based Maersk Line will “do everything we can to resolve this matter” with Iranian authorities. He added the ship and crew aren’t theirs. MV Maersk Tigris, operated by Rickmers Ship Management in Singapore, was boarded on Tuesday.

Activists work for Native American-friendly site names

WOUNDED KNEE, S.D. (AP) — South Dakota’s Shannon County will now be Oglala Lakota County, removing the name of a man who Oglala Sioux Tribe activists say helped with negotiations that were a precursor for the breakup of tribal lands. The name change, which is official Friday, follows an April proclamation from the governor. More than 80 percent of the county’s voters approved the change in November. Officials in South Dakota and other states have for years moved to do away with overtly offensive names for geographic places and monuments. But South Dakota’s recent moves extend to names that might not be obvious except to Native American communities and others who know the history behind them. The South Dakota Board

on Geographic Names is hearing a request to provide a new designation for Harney Peak, the highest point in the U.S. east of the Rocky Mountains. It was named for Army Gen. William S. Harney, whose men massacred Native American women and children during a battle in September 1855, according to historic records. “I don’t want to see a peak that’s named after someone that violated women and children,” said Basil Brave Heart, a member of the Oglala Sioux who proposed the change. “Our people had to live under that icon, that man who did that to our people.” For supporters of renaming Harney Peak, many of them Native Americans who also supported the shift to Oglala Lakota County, the change would be a step toward reconcili-

ation. The Black Hills are a sacred place for some, and many features had names before Americans assigned them designations. “The closer that you can get to naming something ... after the tribal name that was removed, the better off it is for future generations to be able to go back and to know that the world is finally recognizing them as a people who have a rightful place,” said Lionel Bordeaux, president of Sinte Gleska University on South Dakota’s Rosebud Indian Reservation. Opponents argue Harney’s actions are more than a century old and say the name shouldn’t be sacrificed for political correctness. One suggested name is Black Elk Peak, but many others have been proposed. The board is taking public input and could issue a

recommendation for a new name to the U.S. Board on Geographic Names. Native American activists in South Dakota appear eager to institute more name changes in the future for other sites with names that are not overtly offensive. After discovering the history of the man behind Shannon County’s name, activists successfully passed the ballot measure to designate it Oglala Lakota County. Peter Shannon was a chief justice of the Dakota Territory Supreme Court who later helped with land negotiations with the Lakota that were the precursor for the breakup of tribal lands, said Jesse Antoine Short Bull, who researched Shannon’s history as part of the ballot measure. “Those men went out and killed our people,” she said, standing in front of her home in Wounded Knee.



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