

# School Board Hears Bus Charges; Riverside Site

(Continued from page 1)

"I am sure that if you had seen what I saw that night, you would understand why I am here," Van Schoiack said, referring to charges that he had made in last week's letter when he allegedly found brake system and other parts of the Hardman bus in an unsafe condition.

As a result of the letter, the Hardman bus came down empty Monday morning and parents brought their children in cars to meet another bus that hauls them the rest of the distance.

The board took note of the recommendations by Director Dick Wilkinson pointed out that it would take more time than available on the single meeting night to study the recommendations. He moved that they be placed on file for study and action. This was apparently agreeable to Van Schoiack and the Hardman residents present when the assurance was made that the bus had been fully checked and will be checked every two weeks.

Cecil McDaniel of Hardman told the board that he had inspected the bus Saturday and found "several little things—nothing very serious—but all that were hazardous for it to be on the road." Among them were inadequate tail light, insulation on wiring about to short out and in one place twisted together where it had been broken, hydraulic hose not in hangers but "just floating" against the frame, and slack in front wheels that would make the bus difficult to drive.

"I heard all the rest of the buses are in top shape," McDaniel said. "I want to ask you fellows why bus No. 4 was neglected."

Chairman D. O. Nelson replied, "I didn't know it was."

Also speaking briefly on the matter was Junior Leather who asked about insurance on children who ride the buses.

Hillard Brown, who is in charge of the buses in addition to his duties of being administrative principal of Heppner and Lexington elementary schools and Unit-A, said that the bus was placed in the garage the next night after the complaint was made and said, "I had the garageman's assurance that the bus was safe."

Director Wilkinson opened the matter of a supervisor when he said, "We have been talking about a bus supervisor for some time. This might be the time to consider it. This is not against Hillard Brown, but he is snowed under."

Van Schoiack replied that school bus drivers should "be a little more responsible" and should take buses to the garage when needed.

Director Fred Martin replied, "That won't work. Some drivers will have them in the garage all the time. Others will run them until they lay down."

Brown pointed out that under the present system the bus driver does have responsibility for maintenance of the vehicle he drives. Each is furnished with a complaint sheet.

"None of their requests have ever been turned down," he said.

Mrs. Iretta Dooney, driver of the Hardman bus, told of incidents of things going wrong with her bus in the past. On one occasion when a car started to enter the road ahead of her bus, the horn wouldn't honk, she said. Another time the lights would dim every time the vehicle hit a bump. It was thought that the generator had become loosened and was about to fall off.

Jim Farley brought up the view of the garageman in remarks to the board.

"I've been watching this situation closely," he said. "We're forced in on bids, and we can't do the work as cheap as you force us to. We must pay our mechanics a living wage."

"You say you've been running the buses for 30¢ per mile. True, but you are running them in an awful cheap way."

The garage owner said that he did not believe any of the school employees should be blamed for the situation. He said that private car owners cannot operate their own vehicles on the same cost that the school district pays for bus maintenance.

Director Martin strongly agreed with Farley's point and added, "This is one place where we have been penny wise and pound foolish." He emphasized, however, that pressure has been constantly on the board to cut costs. "When we have to put up the budget three or four times per year we are forced to make cuts," he declared.

Director L. E. Dick said that he had talked to a number of bus drivers after the matter was brought to public attention and said that there is general satisfaction with the condition of the buses. However, he pointed out that No. 4 travels the roughest roads with more low gear work and that "something special should be done right away to see that it is properly maintained."

This resulted in the suggestion by Chairman Nelson that the bus be checked every 1,000 miles, but Mrs. Dooney, the driver, suggested that this is not often enough because it requires a month to reach 1,000 miles on the run. It was then ordered that the thorough check be made every two weeks, and the Hardman residents present expressed satisfaction with that arrangement.

In later discussion, the board decided to hire the director of special services who would have as one principal duty the responsibility and supervision of the district's 32 buses and vehicles. Administrator Robert Van Houtte said that there is a need to have buses for their proper maintenance which no one is now able to supply, such as "How far does each bus travel? How far does each tire travel? What type of bus gives the best service?" Studies of routing of the buses need to be made, he said.

In agreeing with the proposal, Director Martin said, "It's the price we're going to have to pay for safety."

Director Robert Sicard moved that Darrel Reisch, who had recently announced that he would not return as administrative principal at Lone, be ordered a contract as director of special services at a salary to be determined at a later date. The motion was passed unanimously, but Reisch has not yet indicated whether he will accept.

Director Sicard, in regard to the Riverside site, told the board that he felt that the board should not delay selection of a site for the school and presented a letter from Ron Daniels, Riverside administrative principal, pointing out that teacherages must be vacated by July, 1963, and that the school must be vacated by July, 1964. Construction of new teacherages should be started "within a matter of months" and selection of a site for Riverside would have to be completed within a year from now, he pointed out.

Daniels said that a delay of one or two years will not give a more complete picture on the population figures for Boardman. Although the new townsite for Boardman is scheduled to be selected by May 1, 1962, this will not determine the population figure that seems to be "the stumbling block," he stated. He suggested that the board refer to population studies that have been made in North Morrow county.

Daniels said that Boardman residents who backed the bond issue on the theory that it would facilitate an earlier selection of the Riverside site may now have the feeling that they will be ignored until the Heppner plant is completed.

"My only personal concern with a delay in site selection is that the present school is substandard and cannot possibly do the best job under present circumstances," he said.

At this point in the meeting, Director Martin said that it is his feeling that the advisory committees should have every opportunity to pick a site. The deadline date of April 30 was then set by the board with the special meeting of the directors called at Riverside for May 7.

The Daniels letter and Sicard's comments touched off a short debate between the Boardman director and Director Harvey Warner of Irrigon, who said that there is some feeling that "no townsite will be approved for Boardman."

"Certainly there will be no undue delay to wait until May 1," he said.

Director Sicard responded to the "no townsite" comment by promptly replying that \$40,000 had gone into research on the new townsite.

Don McEllegott of the Lone advisory committee brought up the matter of a state fire marshal's report asking for corrections on the lone elementary building. "They took our building apart," he said.

He asked the board to have an architect look into the situation to see what changes might be made on a long range basis and give an estimate of costs.

Election boards were approved for the budget election Monday and a short presentation by Cecil Warner of Horace Mann Insurance Agency was made asking board consent to contact teachers on a tax-sheltered annuity program. It was decided to consider the matter after hearing recommendation from the county teachers' association.

## Kenny Services Call Many Relatives Here

Funeral services for Joseph B. Kenny were held Saturday, April 7, in St. Patrick's Catholic church, with the Rev. Raymond Beard officiating. Mr. Kenny, a lifelong resident of the Heppner area, died April 4 in Pioneer Memorial hospital.

Active pallbearers for the service were J. P. French, Barney Doherty, Oscar Schultz, Eddie Sheridan, Emile Groshen and Jerry Brosnan.

Out of town nieces and nephews attending the funeral were Edward M. Kenny, Spokane; Mrs. Irene Richards, Arcata, Calif.; James Kenny, Oswego, John M. Farley, John Day, Mr. and Mrs. Frank Monahan and family, Condon; Mr. and Mrs. M. J. Kenny and Susan, and Cecilia Healy, all of Portland; Mr. and Mrs. Emmett Kenny and Kristine, Mr. and Mrs. James Farley and George, all of Bendleton; Mr. and Mrs. Charles Erwin and Mrs. Mary Jean Moon, all of Kennewick, Wn.; Mr. and Mrs. C. W. Clark, Mrs. Rosanna Applegate, Mr. and Mrs. Joe Farley and family, all of Hood River, and many other relatives.

**Mrs. Denton Better**  
Mrs. Nellie Denton, mother of Mrs. Raymond French, returned

# Cox Marks 46th Year in Business

(Continued from Page 1)

as a stock company, and began as manager. At that time the creamery was located on Willow street, present site of Economy Market. He continued to buy stock in the business as fast as he could to expand his interest.

The creamery was moved to the corner of Center and Main streets in 1922, and in 1930, Mr. and Mrs. Cox erected a new building on the present location, Center and Chase streets.

It was in 1938 that the old corporation was finally dissolved and Mr. and Mrs. Cox formed their partnership that has been in effect since.

The creamery today is the oldest business in Heppner that has been under one continuous management, Cox said.

During his 46 years in business hundreds of things have happened that fill Claude's mind with memories. His stories might fill a book. One incident was the flood of 1934, not nearly so damaging as the 1903 disaster, but which nevertheless hit the creamery hard. Water was about four feet deep in the creamery, and some \$2000 worth of supplies were lost.

Although one of the most ardent boosters of Heppner and this part of the state, Claude remains fond of his native Virginia and has many friends and relatives there.

But as he looks back on his 46 years in business here, he is grateful for the success with which he and his family have been favored. They have paid thousands of dollars to patrons for butterfat and claim "thousands of satisfied customers."

The congenial joshier wasn't kidding when he said, "We want to thank the public for their faithful patronage that has made our success possible."

# Scoring Soars As Heppner High Edges Lone Team

Tuesday afternoon at Lone the Heppner Mustangs edged the Cardinals in a real slugging duel and scoring marathon, 17 to 16.

Heppner opened the scoring in the first with three runs highlighted by Ladd Dick's triple and Bill Cox' single. Lone bounced back with eight runs in their half with Ron Crabtree hitting a grand-slam home run after Heppner's Smith hit four lone batters.

In the third Heppner picked up three runs with the help of Bill Cox' home run. Lone tallied five with three hits including Nelson's double and two errors by the Mustangs. In the fourth inning the Mustangs pushed five runs home with three hits, two walks and two errors.

Lone had three singles in their behalf but a double play by Dick Springer and LeRoy Gardner prevented any scoring. The last of the fifth the Cardinals racked up three runs on errors to push the score to 16 to 11 after five innings of play. In the sixth inning Heppner teed off on Ken Klingler for five runs and five hits, two going for extra bases by Dick and Smith. Lone was shutout with the help of a double play started by pitcher Smith to Shan Applegate to Bauman.

Finally the seventh inning arrived and the Mustangs started with Green walking, Dick sacrificed Green to second. He stole third and came home with the winning run while the Cardinals had a mental lapse. Lone started their last base with Akers single. Wayne Hams fled out, Rolfe Ekstrom struck out and Klingler grounded out to end the game.

Heppner 303 505 1 17 13 7  
Lone 805 030 0 16 11 6

Friday the Mustangs go to Condon and on April 19 Lone will play here at 3:30.

## Health Association Sets Special Meetings

Mrs. W. W. Weatherford, president of Morrow County TB and Health Association announces that Kenneth Ross, executive secretary of Oregon TB and Health Association, will be in Heppner on Thursday, April 12, to meet with officers of the local association regarding new program policies which have recently been adopted by the National Tuberculosis Association and which may affect our county program.

The annual meeting of the Morrow County TB and Health Association will be held on April 24 in the Methodist church basement. The meeting will be preceded by a potluck dinner at 6:30. Guest speaker for the evening will be George C. Dimas, executive Director, Alcohol Education Committee for the state of Oregon. Anyone wishing to attend will please contact Mrs. Weatherford or Mrs. Herman Green, secretary of the association.

## Mrs. Denton Better

Mrs. Nellie Denton, mother of Mrs. Raymond French, returned

# Host Tracksters Win Invitational Cinder Meet

Scoring six first places in the 14 events and setting two new meet records, the host Heppner High school track team Saturday won its invitational over seven other schools of class A-2 and B size.

Led by Archie Ball, who won three first places in the meet, the Mustangs racked-up 56 points to edge second place Pilot Rock with 51. Third was Athena with 35, followed in order by Arlington, 23½, Stanfield 17, Umatilla 12, Riverside 8½, and Grant Union 8.

Ball scored new meet and school records in the 70 yard high hurdles at 9.2 and in the 120 yard low hurdles at 13.9. Gilliland of Pilot Rock high jumped 5 ft. 8 in. for another meet record.

Eddie Howard of Heppner set a school record in the 220 at 23.9, although he came in third in the event, behind Carnes of Pilot Rock who was first at 23.7 and Hemphill of Pilot Rock, second at 23.8. Dan Brosnan formerly held the 220 record at Heppner high in 24.0.

Howard turned the tables on Carnes in the 100 yard dash, barely edging the Pilot Rock speedster in a near-dead heat. They were so close that each was timed at 10.3.

In addition to his win in the low and high hurdles, Ball won the pole vault as he crossed the bar at 10 ft.

Lee Padberg copped the half-mile for Heppner in a time of 2:10.3, edging Smith of Athena at 2:11.7, but Smith gained the nod over him in the mile at 4:41 with the fourth meet record of the day, while Padberg was second at 4:44.4.

Bruce Moyer broad jumped 18 ft. 9 in. to win that event for Heppner. Ellis of Pilot Rock won the javelin and his team mate Carnes took the discus event. Pilot Rock had five first places in all, including the relay, and Athena took two with Smith's win in the mile and Moore taking the 440 in 56.4. Arlington's Gettle won the shotput with a heave of 43 ft. 3¼ inches.

Despite the raw day, a good crowd was on hand and an estimated 140 trackmen took part.

Results: 70 yd. low hurdles—Ball (H), 9.2; Gilliland (PR), Welp, (Ar), York (U), Hamilton (PR).

Broad jump—Moyer (H) 18'9"; Padberg (AT), Banker (S), Obermeier (R), Weatherford (H). Shot put—Gettle (Ar) 43' 3¼"; Farlow (R), Porter (H), Shields (AT), Youngs (AT).

100-yd. dash—Howard (H), 10.3; Carnes (PR), Banker (S), Hemphill (PR), Weatherford (H).

High jump—Gilliland (PR), 5' 8"; Clark (S), and Ellis (PR), Youngs (AT) and Dubuque (H), three way tie for third.

Javelin—Ellis (PR) 140' 5"; Dubuque (H), White (U), Davidson (Ar), Richardson (U).

Mile—Smith (AT) 4:41; Padberg (H), Grant (Ar), Estrada (PR), Peal (AT).

Discus—Carnes (PR) 121', Sin-

tao (GU), J. Gettle (Ar), Moyer (H), Phillips (PR).

440—Moore (AT) 56.4; Phillips (PR), Hudson (GU), Whitney (AT), Moyer (H).

120 low hurdles—Ball (H) 13.9; Davis (Ar), York (U), Hamilton (PR), Blackwell (AT).

220—Carnes (PR), Hemphill (PR), Howard (H), and Obermeier (R) and Pambrum (AT), tie for fourth.

880—Padberg (H) 2:10.3; Smith (AT); Peal (AT), Grant (Ar), Wallace (H).

Pole vault—Ball (H), Banker (S), Clark (S), and Ashcroft (AT) and Davis (Ar), tied for fourth.

880 relay—Pilot rock 1:40.8; Heppner, Umatilla, Athena, Riverside.

On Friday the Mustangs go to Arlington for the invitational meet there, competing with seven or eight other schools. The Mustangs won this meet last year and are favored to repeat.

## McMurdos In Nevada For Medical Assembly

Dr. and Mrs. A. D. McMurdo, accompanied by Mrs. Frank Turner, left Hinkle station by train Saturday for Las Vegas, Nevada, where the McMurdos are attending the Fourteenth Annual Scientific Assembly this week, Monday through Thursday.

The national convention, sponsored by the American Academy of General Practice association, is being held in Convention Center and offers a full four day program to physicians attending from all over the nation. Twenty-seven outstanding medical lecturers and panelists, many scientific and technical exhibits and displays offer the latest in scientific medical study. Several chapter social functions have also been planned in the West's leading entertainment center.

## Auto Parts Salesman Joins Heppner Firm

Chuck Starks, formerly of Camas, Wn., has joined Heppner Auto Parts as parts salesman. R. G. (Pete) McMurtry, owner, announces.

The new man moved his family to Heppner Friday in a house owned by Mrs. Hene Wyman. Mr. and Mrs. Starks have two daughters, Susan, 12, and Linda, 10, both in grade school.

Ralph Taylor, who formerly was associated with McMurtry as parts salesman, is now in Moses Lake, Wn., working as an electronic technician.

## HOSPITAL NEWS

Patients this week at Pioneer Memorial hospital are: Mary Potter, Condon; Robert Dobbs, Heppner; Joseph Cornelison, Lexington; Barbara Nichols, Lone; and Ed Sanders, Spray.

Those dismissed for the week were: Grace Drake, Heppner and Sherman Stanbery, Portland.

# State, Assessor Reach Agreement On Range Taxes

Property taxes will be paid to Morrow county on lands leased to the Boeing company by the State of Oregon, using appraisals of the Bureau of Land Management on valuation, Assessor Oliver Creswick said after conferring with Governor Mark Hatfield and Legal Advisor Loren Hicks in Salem Friday.

The 78,000 acres under lease to the company probably will be added to the rolls for the 1962-63 fiscal year. This land has not been on the county tax rolls since World War II because of the fact that it was under federal ownership as the naval bombing range and Bureau of Land Management lands. Eventually, as final land deals by the state with private owners are culminated for the Boeing project, the total acreage will increase to approximately 100,000.

An original plan that had been set up would have paid the county \$8000 annually from the state in lieu of taxes from the \$60,000 in rental that the state will collect from Boeing, as final land deals by the state with private owners are culminated for the Boeing project, the total acreage will increase to approximately 100,000.

Creswick sought the conference with the governor to point out that state-owned lands leased to private corporations must be returned to the tax rolls, as provided in state statutes. He asked that the Boeing company pay taxes directly to the county rather than for the county to receive any part of the rental. Creswick said that the governor agreed to the request.

Although some of the bombing range land has been classified as desert land and has been included in the county's valuation as low as 78¢ per acre, the valuation will be considerable higher under a recent Bureau of Land Management appraisal, the assessor said, running over \$10 per acre. Reason for the difference is that county appraisals have not been kept up to date because the land was off the tax rolls.

The state purchased private land in the area at a price averaging \$20 per acre, Creswick said.

Because he does not have all the valuation figures at hand as yet and because the land lies in at least four different code areas for tax purposes, each calling for a different millage levy, Creswick is unable to state at this time what the total amount of taxes from the lands will be.

He said, however, that it will far exceed the \$8,000 figure in the original plan. He predicted that in five to 10 years the state will not receive any of the rental figure from Boeing because it will go to the county for taxes.

The land should go on the roll when the leasing company takes possession, Creswick said. "Boeing is scheduled to turn the first shovelful of dirt on July 1," he pointed out.

Sunday visitors of Mrs. Loyal Parker were her brother and sister-in-law, Mr. and Mrs. Harlan Devin, Condon.

# Committee Named For Rummage Pickup

Heppner Civic League is steadily gaining a good assortment of clothing and useful articles for the spring rummage sale, set for April 27 and 28 in the old Central Market building.

Anyone having donations they would like picked up may contact Mrs. Loyd Burkenbine, 6-5333, Mrs. Roy Erickson, 6-5517, or Mrs. Mike Whitesmith, 6-9254. Clothing needing cleaning must be in no later than April 16. The sale will start at 8 a. m. Friday, April 27.

# Heppner Man Flies Supersonic 'Talon,' Wins Pilot Wings

(Continued from Page 1)

and Glenn received their initial pilot training in similar aircraft. When considering the type of equipment these astronauts are now using, it is fairly easy to project the future these T-38 trained pilots, like Lieutenant Turner, will have in this nation's forthcoming space ventures.

The T-38 was designed to bridge the critical speed gap between trainers and the first-line fighters. The tandem-seat Talon provided, for the first time in Air Force history, Lieutenant Turner and his fellow students with a chance to explore the realms of supersonic flight even before they had won their wings. It provided its students with experience in high-performance take-off and landing techniques peculiar to the Air Force's century-series fighters, as well as unprecedented experience in supersonic multi-jet operation, aerobatics, formation flying, night and cross-country navigation.

A tribute to the quality of these pilots, as well as to the T-38 itself, can be seen in the Talon's flight safety record. More than 7,400 hours flying time have been logged in the Randolph based T-38's without a single accident. The aircraft has been lauded by both veteran and student pilots for its exceptional stability and handling qualities throughout its performance sphere.

The graduation of Lieutenant Turner and his classmates also marked the end of the T-38's test phase. Now the world's first supersonic jet aircraft designed specifically for use as a trainer will become standard equipment at each of the Air Training Command's eight undergraduate pilot training bases.

Lieutenant Turner is now assigned to Luke Air Force Base in Arizona for advanced training in the Air Force's supersonic F-100 fighter.

A 1956 graduate of Heppner High school and a 1961 graduate of Willamette University, Lieutenant Turner is married to the former Edith M. Morris, also of Heppner.

Mr. and Mrs. LaVerne Van Marter returned Monday from a three day business trip to Portland and Oregon City.

(where you'll find the nicest ways to get away!)

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Jet-smoothie that rides just right, loaded or light—with 97.5-cu.-ft. cargo cave and Full Coil suspension.



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