

Letters Argue For And Against Recall

To the Editor:

We would like to enlighten Mr. Alonzo Henderson on some of the points contained in his letter published in your April 4, 1963 issue.

On the charge of failure to reflect the will of the majority of the voters in the zone he represents, 167 voters of the Ione precinct signed the Fred T. Martin recall petitions of their own free will. Perhaps they are better qualified to evaluate how they are being represented than you are, Mr. Henderson.

On the charge of failure to reflect the will of the majority of voters in Morrow county, over 400 voters from Irrigon, Heppner, Lexington, Boardman, Cecil, and Hardman also signed the petitions. We doubt if the petitions were presented to every registered voter in the county. If they had been presented, the total might have been much higher. We doubt if any circulator held a gun on anyone to obtain their signature therefore, we think that one answer covers both charges. Voters from every section of the county concur in the truth of the charges.

On the charge of failure to maintain adequate physical standards at the Ione schools, we would like to know if Fred Martin and the rest of the board are complying with all of the state fire marshal's recommendations on Ione Grade school. We know that two fire escapes have been removed from the building in recent years that there are no visible replacements for.

About the heated pool you referred to, Mr. Henderson: You say that this is doing real well for a community that votes no, etc. That pool is not there by the efforts of Morrow county schools or the combined taxpayers of this county. Unless you donated to its construction, it did not cost you one cent. It was built by the citizens of Ione School District No. 35 in 1953-54 before reorganization at their own expense. \$20,000.00 or more of the cost was defrayed by the patrons of Ione schools through the Ione Memorial Improvement association who also built and donated the first turf athletic field in Morrow county, the Ione Memorial Field. Furthermore, Ione School District No. 35 at that time constructed over 2/3 of the present Ione High school, including the gym, cafeteria, band facilities, kitchen, shop and woodworking classroom, drafting classroom, and heating plant, and this construction was paid for by the citizens of Ione School District 35. The new office, five classrooms, and library are all that was built under the recent \$130,000.00 serial levy, and that only represents about 1/3 of the cost of the complete plant. The aluminum plaque bearing the names of Supt. Robert Van Houte, Fred Martin, and the other directors might lead the uninformed to believe that their regime is responsible for the complete plant, but we of this community know who built it and who paid for it.

Before you infer that Ione voters are obstructionists, compare their building record with other localities who had the same opportunity to build needed space and refused to do so until reorganization forced the rest of the county to share in the cost. By the same token, check the records; when the Ione school district administered its own business, there was never much question of the passage of operating budgets because the voters believed them to be reasonable, containing no deception of any kind, and adequate to the best educational needs of the community.

The Ione High school shop classroom was fully equipped by Ione district 35 with lathe, drill press, arc welder acetylene welder, exhaust system for engines, and many tools and woodworking equipment. Under the present regime, this shop is used for two woodworking classes a day; one for seventh and eighth graders and one for high school junior and seniors. Under the direction of our local board, there was no question that shop classes would be conducted and they were. Supt. Van Houte's office in its unsigned letter relating to the savings to be effected by closing the less than 10-year old Ione high school, published a list of courses offer-

ed by Heppner High school which were not offered by Ione High school, among them shop classes. We believe that Supt. Robert Van Houte and Director Martin and the rest of the board are directly responsible for this. The money was in the budget for the instructor, the shop was there and equipped, and no matter what their alibi is, they did not produce the teacher or the course. In Mr. Sherman's "Whipped Cream" editorial next to your letter in the April 4th G-T, there are several paragraphs relating to the shop program in the new Heppner High school. In one, Mr. Sherman states, "Directors declare, however, that the board has no intention of scuttling the shop program and realize the value and importance of this part of the educational system." Evidently, this is a vital program. Would you say, Mr. Henderson, that Director Martin has served his community school well in this instance? Perhaps classes in shop are more necessary in one location than another.

On the charge of sanctioning duplication of transportation routes, we believe that the only qualification needed to observe the validity of this charge is good enough vision to recognize large passenger vehicles painted Highway Yellow, labeled Morrow County schools, meeting, passing, going opposite directions on our county roads.

If you want to do something worthwhile for our schools, work for the legal return of control and administration to the districts that existed before the county unit system and the Morrow county administrative district. We feel that that would be a direct improvement over the mess that now exists. Look elsewhere in the issue of Mr. Sherman's paper your letter appeared in, and read the delinquent tax list. We do not believe in denying education its just due and needed revenue, but on the other hand we do not propose to sign a check for Supt. Van Houte, Director Martin and the rest of the board to fill in. We resent being asked to vote on bond issues that do not build the buildings that they are supposed to. Whether this was inadvertent or not, it was deception. If we continue to furnish education the increases Supt. Van Houte and Director Martin and the rest of the board present every year for our consideration, that delinquent tax list could in time fill a full issue of the Gazette-Times.

In conclusion, Mr. Henderson, we realize that you obviously feel that Director Martin represents your views. We do not know who he represents; we are certain he does not represent us. Sincerely,
Ray Boyce, Ione
Lloyd Morgan, Ione
Dick McElligott, Ione
Gene Rietmann, Ione
Alfred Nelson, Jr., Lexington
George G. Griffith, Cecil

To the Editor:

I am writing this letter regarding the recall petition on Director, Fred Martin.

First, I would like to discuss the reasons behind the recall petition and comment briefly on each.

The charge that he does not represent the will of the people and that he does not represent his own zone could be interpreted several ways. It seems to me that a director could not possibly represent all the people in a zone. Certainly the wishes of the people would, in many cases, be divided. In this respect the director could represent part of the people, but not all of the people. Also this district is now an administrative unit and a school director should make decisions that are educationally sound for the entire district. In my opinion, Fred Martin has been doing this very satisfactorily.

The charge that Director Martin failed to provide adequate school facilities in his zone would seem very trivial in view of the new high school plant, gym and cafeteria. I'm sure that Director Martin would like to see a new elementary school built in Ione and would be glad to do so if someone would explain where the money could be obtained. One must remember that other areas in the county are



still operating in outdated school plants and they, too, need some funds for building purposes. It would seem that we must remember that all the problems in the county are not centered in one zone. The Board of Directors, working as a team, is responsible for solving all the problems, not just the ones in their zone.

The last charge, that of duplication of bus routes in the county, would seem to be in direct conflict with the charge of failure to represent the will of the people. Any duplication of bus routes has come about as a result of requests from the people and was approved by the entire board not just Fred Martin.

First the charges against Director Martin accuse him of not representing the will of the people then when he represents the will of the people, he is accused of making poor decisions.

All the charges listed against Director Martin could be made against any of the school directors. This brings to mind the question, Why Director Martin? It might also raise the question, Why did Irrigon have more signers on the recall petition than any other area in Morrow county? The answer to this would appear obvious. Director Martin voted to place Riverside High school in the Boardman area, but then so did five other directors.

It would appear to this writer that Director Martin is being made a scapegoat for all the district dissatisfaction. Regardless of whether or not one agrees with all the decisions made by Director Martin, one must respect him for making an impartial decision based on what he feels is best for education in Morrow county. If we make Director Martin a scapegoat for all our dissatisfactions, it will certainly make the other directors wonder if the hard work and time they are putting in is really worthwhile.

At the present time, Director Martin is serving on the legislative committee for the Oregon School Boards Association and is recognized as a leading layman in education in the state of Oregon.

In conclusion I ask the voters of Morrow county to weigh heavily their decision before voting. To blame one man for everything you are dissatisfied with would certainly be an injustice. I feel we should get behind our School Board and support them when they make impartial decisions instead of crying because they wouldn't try to gain favors for our zone.

Respectfully,
Margaret Thorpe
Boardman, Oregon

Earl Ayres Attends Dealership Course

Earl Ayres, owner of Heppner Auto Sales, Inc., Heppner, recently completed a course in dealership management at the San Francisco Ford Marketing Institute, the western public relations office of the Ford Motor Company announces.

The institute at Burlingame, Calif., serves 11 western states as part of a nationwide Ford program to offer training in dealership management and selling, and to keep dealers and their personnel abreast of today's rapidly-changing market.

Two from Heppner On University Roll

Two Heppner students are on the winter term honor roll at the University of Oregon, the news bureau there announces. They are James Driscoll, junior majoring in English, and son of Mr. and Mrs. Jim Driscoll of Heppner, and Larry Lyman Tibbles, sophomore majoring in pre-medicine, son of Dr. and Mrs. L. D. Tibbles of Heppner.

The winter term honor roll with 409 students included was the largest in the university's history. Forty-nine students achieved perfect 4.00 averages. To be eligible a student must earn at least 3.50 average on 12 or more term hours.

Paper Interview Talks Boeing Plans

(Editor's Note: The following story was sent to the Gazette-Times through the courtesy of the Capital Journal, Salem, after Chuck Grell, one of their reporters, had gone to Seattle and interviewed the Boeing company on plans for the Boardman site).

By CHARLES GRELL

SEATTLE—The huge Boeing Company is schooled in patience by its many contacts with the touchy United States government, to which it looks more and more for business.

So when somebody brings up the subject of the Boardman Space-Age Industrial Park, Boeing officials shudder slightly and speak in generalities.

Like Robert Jewett, a vice-president and assistant general manager of the company's Aero-Space Division: "We haven't planned on Boardman at all."

That quotation, we hasten to admit, was pulled out of context but the company has been going about its affairs, making do with what it has in order to compete with other aerospace firms in pulling in business.

What Jewett didn't say, but probably meant, was that he'd very much like to have the Boardman site.

The Corps of Engineers announced this week that it approved plans for development of 11 miles of riverfront.

Four miles was set aside for recreational use.

The other seven were reserved for industrial purposes (Boeing's). And Gov. Mark Hatfield said that the Corps is studying Boeing's plans for the riverfront.

The company has been waiting in the wings for two years while the state of Oregon blocked up 100,000 acres of Morrow County land for the industrial park.

The land now is in one parcel. The state, as it wanted, can promise access to the Columbia River, a transport route necessary to the shipment of large missiles. When the chief of the Army Corps of Engineers signs a memorandum of agreement between the state and the Corps, the state will be in the last lap of putting the industrial park together.

There may be more trying times ahead, for the state will have to come up with some money to pay the Navy for relocation of its bombing range,

now a part of the industrial park. The state, in piecing the park together, bought 50,000 acres comprising the old bombing range, gave up other land to the Navy, provided for flight corridors through the industrial park.

Oregon still came out on the short end, and will owe the Navy an amount to be determined in negotiation.

Gov. Mark Hatfield's administrative assistant, Warne Nunn, says the money probably can be loaned by the State Land Board and recovered from rental of the industrial park.

There will be no appropriation, but the legislature will be asked for the law enabling the Land Board to loan.

Hatfield said Boeing may start development of the site before negotiations with the Navy are completed.

Boeing has been attracted to the site for several reasons:

"The 150 square miles offers plenty of buffer to contain the harshest noises from belching rocket engines, the possible radiation from testing of nuclear engines, the toxic residues of burnt exotic fuels, the secrets of space-age research.

"It's fairly close to home—less than 180 airline miles.

"The Columbia River will be backed up behind John Day Dam in a few years, offering slack water for transporting bulky cargoes.

"Boeing chiefs haven't had to bother packaging the land because the state of Oregon is doing it for them.

Boeing has been tied up in a remote corner of the United States while the aerospace industry roared into the Age of Space.

The old Navy pilot, Bill Boeing, settled on Seattle to found his company in 1916. There it prospered through two World Wars, a leader in aircraft development.

Times have caught up with the company, which has struggled successfully to compete with firms in more strategic locations. Only recently was the word "airplane" dropped from its original name, Boeing Airplane Co.

Needing a field test site, Boeing three years ago leased four square miles of land north of Everett from the Tulalip Indians. The land had been used as a central ammunition dump for military installation around Puget Sound during World War II.

Soon it was apparent that the site wasn't large enough. It became jammed with areas set aside for hazardous testing of one kind or another. Brush grows quickly in the soggy ground, which borders the Sound. Colonies of beavers dam creeks and ditches.

Worst of all, Tulalip is too small to carry out the experiments and tests that could be done at Boardman.

Either by coincidence or by the urging of one party or the other, Oregon's Boardman plan and Boeing's interest in it developed.

Jewett indicated Boeing will move demurely onto the test site. Surveyors and construction crews first will make site preparations. One of the first installations will be a test rocket engine stand—perhaps a couple of them—an engineer's study, ordered by the City of Boardman, reports.

Then research teams, two to eight men on most—will arrive for their diverse work as it is set up in the home offices. Their tasks generally will be completed within weeks, and they'll return to Seattle.

Some Morrow and Umatilla county men can expect to find jobs as maintenance men and might work in construction. Boeing will maintain a security force at Tulalip.

It also has its own fire department.

What kinds of testing and research?

Boeing rarely knows what's ahead, at least within a few short years.

Manufacturing eventually? Jewett wouldn't discount the possibility.

The most important program underway at Tulalip provides an insight into what's in store immediately at Boardman.

The Tulalip operation is oriented toward Dyna-Soar, the Air Force's grand scheme to orbit a winged capsule, manned by a pilot who would glide it back to earth.

Dyna-Soar research probably will be carried to the end mostly at Tulalip. Installation include a \$1.5-million environmental chamber in which a full-size model of the glider will be placed for simulated re-entry and actions of the machine in space.

But tests of the system which separates Dyna-Soar from its Titan III booster could come off at Boardman. The tests would be

done on the ground. Len Bonifaci, a rangy engineer who manages the Tulalip test site, is well-acquainted by the restrictions imposed on experimenting in his tiny domain.

"We've been hampered in the past by not having the Boardman site," he said.

Still there have been static firings of model rockets. Even a plant for batching and shaping solid propellant ingredients was built.

The big one that never went off at Tulalip, another engineer explained, was the silo test of a tethered Minuteman. A two-second blast of its engine roisted it several hundred feet in the air. Its nylon tethers tumbled it immediately back to earth.

There was feeling that the Minuteman test could have been done at Boardman, instead of in the Mojave Desert, had Boeing occupied the Oregon land two years ago.

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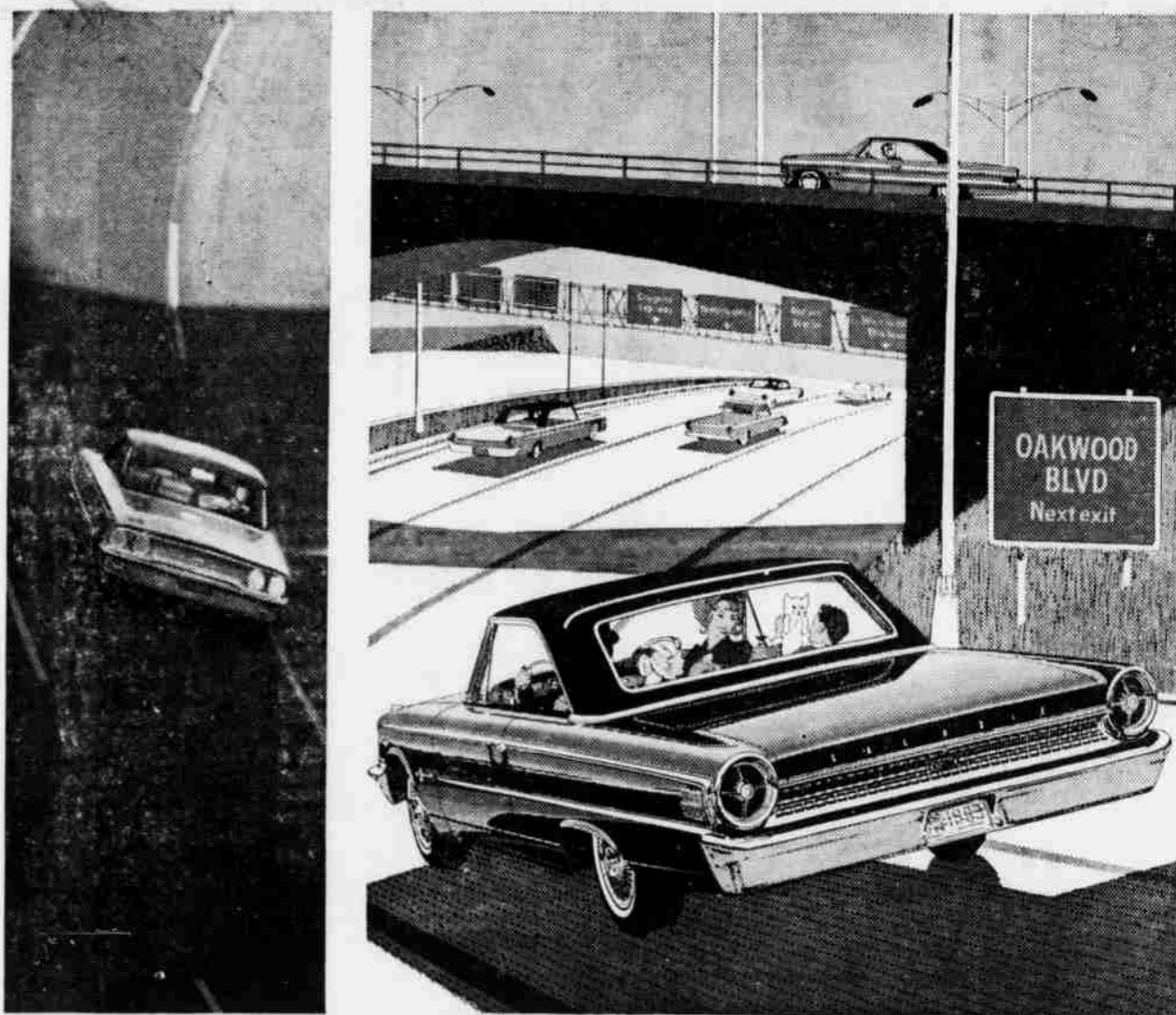
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