

County Zoning Hearing Draws Lively Interest

Proposal to establish a zoning ordinance for that part of Morrow county north of the Williamette baseline received severe scrutiny at a public hearing in the Riverside High school, Boardman, Monday night.

Some 70 persons were present and many expressed strong opposition. However, after misunderstandings were cleared and questions had been answered, the attitude of those opposed seemed to temper, and the meeting closed after a number of property owners expressed themselves in favor of the proposal.

Clarence Rosewall, chairman of the Morrow county planning commission, presided at the session, and County Judge Paul Jones assisted in the explanations. Richard Ivey, representing the engineering firm of Cornell, Howland, Hayes and Merryfield of Portland, took much of the brunt of answering questions, and for a time it was difficult for the chairman to maintain order because the comments and questions were coming so fast.

Also present was Joe Meyers of Portland, associate planner for the State Department of Commerce, division of planning and development, and Dave Rowe of the Bureau of Municipal Research, currently working on planning in Pendleton and Umatilla county.

Other members of the county planning commission were present, including Marion Green, secretary, and as were County Commissioners Gene Ferguson and Walter Hayes.

Designed to Protect Rights

Some county residents who had lived elsewhere cited instances where they said zoning had imposed hardships or handicaps on the public, but Chairman Rosewall and Ivey explained that the ordinance here is being proposed to protect property owners and their rights. They said that the purpose of this hearing, and others being planned, was to determine the public's attitude to zoning and to ascertain what should be included to make it for the public's interest.

There was considerable confusion shown by those attending between zoning and building codes. Some expressed the thought that they would be required to have building permits, that the permits would restrict them as to type of construction and similar matters. It was explained that the zoning ordinance would have no such provisions and that it is being kept simple, in contrast to ordinances in centers of population, to meet the needs of a county with much lighter population.

Questions were asked on trailer houses, on how the planning commission is chosen, on what salaries they receive, on why Boeing test site is zoned as an agricultural area, and on whether small manufacturing plants could be started by farmers in the agricultural zone.

Trailers Cause Concern

Ivey said that trailers have created more problems in the state in connection with development than any other one thing, being moved frequently without adequate provision for sewage hookups and utilities. Occupied trailers are permitted outright under the terms of the proposed ordinance in agricultural (A-5) zones and agricultural-residential zones (A-1) when the occupants are employed on the premises. Residence in trailers is permitted conditionally in other specific instances.

The planning commission is appointed by the county court and is responsible to the court. Appeals from their decisions could be made to the county court, and recourse for the public in case of dissatisfaction would be by Oregon's provision for initiative or referendum or by not reflecting the members of the county court, it was explained. Also, decisions of the county court could be appealed to the judicial court system.

Ivey explained that under terms of the ordinance, small manufacturing ventures started on a farm would cause no difficulty until they become so large that they should be in an industrial zone. In such a case, this is where they should be and where the owner should want them to be, he said.

No member of the planning commission receives a salary, and all work is done on their volunteer time, including the secretary, Judge Jones explained. He added that they have devoted many hours of time and effort in working out the ordinance because of their interest in orderly development of the county.

At a time in the hearing when objections were coming thick and fast, Judge Jones took the floor to clear the air.

Judge 'Clears Air'
"You don't seem to think the county court, as farmers and individuals, is going to protect your interests," he said. "The planning commission has not gone about this to impose its

will on the North End area. If you feel the court or planning commission is trying to put something over on you, I guess that's your privilege. I can assure you we are not. If you can convince us this is detrimental, you won't get it."

The judge told how the county's delegation to Washington, D. C. would not have gotten "to first base" on seeking to get the reclassification of waterfront lands from the wildlife refuge to industrial use had it not been for the fact that the county could show that it had a planning commission and a zoning plan. He also said that the county could never have received the assurance from the Bureau of Public Roads that it would provide for a frontage road along Highway 80, strongly advocated by residents of the Boardman and Irigon areas, if the county could not show its plans work out for a road grid system in the area.

It was pointed out that unless the county moves to establish its planning and zoning the state and federal governments will step in to do the job.

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HARLEY SAGER

Sager to Head Heart Fund Drive For Second Year

Harley Sager, assistant cashier and loan officer at First National Bank in Heppner will be the Morrow county chairman of the 1966 Heart Fund campaign, it was announced today by Leo Adler, Baker businessman and district chairman of the Heart Fund.

The Heart Fund campaign will be conducted during February when contributions will be given in support of the research, education, and public service programs of the Oregon Heart Association.

"The control of our number one health enemy, heart disease, is a clear challenge," Sager said. Since 1950, the Heart Association reports a 7 1/2% decline in the cardiovascular death rate. For the first time in medical history, deaths from high blood pressure and the heart disease it causes are down 50%. Deaths from stroke have dropped 26%. As a result, tens of thousands of men between 45 and 65 have been saved from premature death.

"We have a long way to go, however, when heart and circulatory diseases cause over half of all deaths in the U. S. and here in Oregon. Deaths from heart attack are still increasing," he said.

"We can accelerate the rate of progress toward conquest of these diseases in Oregon by supporting, realistically and substantially the progress of the Oregon Heart Association."

The Heart Fund volunteers serve a two-fold purpose, Sager explained. They will have leaflets containing helpful information, this year on how to reduce the risk of factors of heart attack, and receive Heart Sunday contributions.

Mr. Sager has been active in civic work since coming to Heppner from Caldwell, Idaho. He is past president of the Heppner Jaycees and was the "Outstanding Jaycee" last year. He was chairman of the Heart Fund in 1965 and county treasurer of the fund in 1964. He and his wife Bertha have three children.

WEATHER

By LEONARD GILLIAM

Official weather report for the week of January 13-19 is as follows:

| | Hi | Low | Prec. |
|-----------|----|-----|-------|
| Thursday | 54 | 40 | — |
| Friday | 46 | 28 | .04 |
| Saturday | 48 | 23 | — |
| Sunday | 43 | 20 | — |
| Monday | 34 | 24 | — |
| Tuesday | 35 | 17 | — |
| Wednesday | 30 | 18 | — |

FCC Edict Said Threat to Cable TV System Here

82nd Year

Number 47

Co-op Urges Sending Letters To Congress

(See page 1, sec. 2; and editorial, page 2, sec. 1)

On February 7, 1966, the Federal Communications Commission is planning regulatory prohibitions which will profoundly affect the cable television viewers in the Heppner area, according to Haskell Sharrard, president of Heppner TV, Inc.

The new rules will, in effect, he said, tell all TV cable subscribers which programs they can watch and which programs they cannot watch.

"Our subscribers may have to miss many of their favorite programs if the new rules go into effect," Sharrard said. Current plans to improve the system to class A pictures on all TV channels received here would have to be abandoned.

The proposed regulation will deny viewers in TV areas the right to watch distant TV channels. The commission's rule also would probably prohibit viewing of certain channels if their programs duplicate those shown on local and nearby channels.

The prohibition may apply even if the closer channel shows the program at 6:00 p.m. and the distant channel carries it at 8:30 p.m.

"We will have to leave certain channels black part of the time," Sharrard said.

In the Communications Act of 1934, Congress authorized the control of broadcasting to insure the public as much service as possible. However, the new FCC rules may severely curtail service in the Heppner area as well as in many others, including Pendleton.

Curtailling of the services of Heppner TV, Inc., which now has some 400 subscribers, would not only affect TV viewers but the local economy as well, Sharrard pointed out.

Surprisingly, the FCC has previously stated that it has no control over cable television. The regulatory agency was twice turned down by Congress in bids for such authority, the Heppner TV president said.

However, on April 23, 1965, the commission stated that it needed no Congressional approval, claiming that it already had authority to control cable TV. As a practical matter the FCC gave an ultimatum to Congress: either pass CATV legislation by the end of 1965 Congressional session or the FCC rules will be put into effect, Sharrard reported.

Embodied in the busiest session in recent years, Congress has been unable to act on this question. Thus, the FCC has indicated it will now adopt its new rules on or about February 7.

"No regulatory agency has ever been allowed to dictate to the viewing public," Sharrard said. "and the FCC should not be permitted to usurp this power. It is up to Congress to decide the nation's communications policy — not the FCC. I don't think that Congress, the elected representatives of the people, would pass legislation that would deny viewers a choice of TV programming."

Heppner TV, Inc., urges subscribers of the local system to write to congressmen in Washington, D. C., in protest of the pending FCC action.

Congressman Al Ullman and Senators Maurice Neuberger and Wayne Morse should be written regarding the matter.

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THE GAZETTE-TIMES

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Baker Man Named As NRA President At Conclave Here

Jim Stoner of Baker was elected president of the Northwest Rodeo association Friday at its week-end convention here. Bud Schubert of Milton-Freewater was chosen vice president. Mrs. Don Griffith of Spray was re-elected secretary and will also handle duties as treasurer and publicity chairman.

Some \$2000 worth of saddles and other awards were given to champion cowboys at the annual banquet Saturday night with 84 in attendance. Bill Ward of Athena, retiring president, received two of the saddles, one as all-around for the year and the other for champion calf roping.

Other saddle winners were Gene Jordan of Mitchell, saddle bronc riding; Chuck Johns of Eugene, bulldogging; Dick Powers of Ellensburg, Wn., wild cow milking; Bob Conforth of Hermiston, bull riding; Bill Herrera of Toppenish, Wn., bareback riding; and Brad Botta of Ellensburg, team roping. Herrera and Botta were unable to be present to receive their awards. Belt buckles also went to each of the winners.

The title of Miss Northwest Rodeo Association for 1966 went to Sandra Philippi, daughter of Mr. and Mrs. Bud Philippi of Arlington. She is a senior at Arlington High school and is a cheerleader there. Delene Johnson, daughter of Mr. and Mrs. Howard Johnson of Condon, was Miss NRA for 1965 and awarded the belt buckles at the banquet.

Stoner as new president was master of ceremonies at the banquet and presented the saddles. Ken Frazier of Ellensburg was voted Rookie of the Year by the NRA members.

Two Howard Johnson horses were picked for honors as bareback horse of the year and saddle bronc of the year. Blow Snake, being chosen as bareback and John Daly as the bronc. The big Brahma bull, Fall Out, owned by Donny Green of Coulee City, Wn., was chosen as bull of the year. All have been seen in action at the Morrow County rodeo.

The visiting association found Heppner a hospitable host as they held their convention here for the first time. Officers expressed appreciation for the courtesies extended.

Robinson Dies In Spray Fire

Delbert George (Fat) Robinson, 52, was found suffocated in his room following a fire which razed the Pastime Tavern in Spray on Sunday evening, January 16. His funeral services were held at the First Christian church, Heppner, on Wednesday, January 19, at 2 p.m., with the Rev. Al Boschee officiating.

Graveside military services were held at the Hardman cemetery with members of Heppner American Legion Post No. 86 in charge.

Born September 13, 1913, he was the son of Les Robinson of Hardman and Shirley Robinson Rice, now of Portland. He had lived all his life, until moving to Spray a year ago, in the Heppner and Hardman areas. He had worked in logging and ranching operations.

Robinson was an overseas army veteran of World War II, and a member of American Legion Post No. 87, Heppner.

Besides his parents, survivors include one sister, Etha Brown, and one brother, Owen Robinson, both of Red Bluff, Calif.

Sweeney Mortuary, Heppner, was in charge of the arrangements.

First Aid Course Starts Monday

First two hours of instruction in Red Cross First Aid will be given Monday night, January 24, from 7 to 9 p.m. in the Junior High school library. It is announced by Pastor Elwood Boyd, chairman.

Two courses will be taught at the same time—standard course by Kenneth Methvin, and the 8-hour advanced "refresher" course by Charles Rouse. Both instructors work for the U. S. Forest Service.

The refresher course is required for all on the Arbutle Ski Patrol, who now hold an ad-



HEPPNER LUMBER CO. had the distinction of inaugurating this new-style freight car in this area Friday. It is designed to cut down loading time and eliminates banding and stripping. The carload of 40,000 board feet of premium studs was whisked by streamliner to Kansas City for demonstration there. (G-T Photo).



BARNEY MALCOM (left), owner of Heppner Lumber Co., and Ed Brandenburg, sales manager, stand beside load of premium studs on the new-style Tomco freight car. (G-T Photo).

Load of Heppner Lumber Used To Inaugurate New Style Flatcar

Premium studs from Heppner Lumber Co. were loaded on an evolutionary new style freight car Friday and rolled out via Union Pacific later the same day for Kansas City, Kansas, to International Paper Company for a demonstration of the advantages of the new style car to shippers.

The car, designed and built by Tomlinson Sawmills of Duluth, Minn., can be loaded in the fast time of 1 1/2 hours and needs no banding material or dunnage to make its load secure.

Barney Malcom of Heppner Lumber Co. said. This represents a considerable savings to the shipper. The bandings and dunnage (stripping) represents about \$25 per car on the average alone, not to mention the time saving.

Heppner Lumber's studs had the distinction in this instance of traveling by streamliner, being attached to a passenger train by special arrangement with Union Pacific. The studs had a fast ride, and Malcom was notified Monday that the shipment had arrived in Kansas City at 3:30 a.m. that day.

International Paper may lease some of the Tomco cars and the demonstration by the Tomlinson Company was to show others who may be interested in leasing cars the advantage of the new car.

The car is an adaptation of a standard flatcar with a bulkhead built down the center. Corner irons are used over the ends of the loaded lumber to secure it, and cables attached to the car are wrenched down to lash it for shipment. Footings under the load are angled towards the center, so that the lumber tilts inward to the bulkhead.

Because of the style of the car, it is necessary to load from both sides. When Heppner Lumber loaded the studs, it was necessary for the freight train crew to turn it around at a "Y" on the spur line so that the second side could be loaded.

This caused some apprehension on the part of the train men who were afraid that, in the turning, the one-sided half-load might cause the car to tip and slip from the rails. However, it was accomplished Friday without incident.

Ed Bandenburg, sales manager of Heppner Lumber, said that this was the first carload of lumber to go out on the UP mainline by passenger train.

The car was loaded with 40,000 board feet of No. 3 studs, one of four grades produced by the company which is the 13th largest producer of the 2x4 studs in the nation. Malcom says that Heppner Lumber ships approximately 500 cars per year.

The loaded car went out of here to Arlington where it was hooked to the streamliner. It went to Pocatello, Idaho, for its only stop before going from there non-stop to Kansas City.

The manufacturers hope to have 250 of these new cars on the rails by the end of the year. Fifty have been leased to Boise-Cascade, 26 to Edward Hines Lumber Co., 26 to Tarter-Webster and Johnson Lumber Co., San Francisco and 20 to Nickel Lumber Co. of Sacramento, International Paper Co., largest paper manufacturer in the world, are considering leasing 20 of the cars, and Heppner Lumber also may lease some of them.

March of Dimes Movie Scheduled For January 25

Morrow county's March of Dimes campaign is well underway with a good response to the mailers sent out earlier in the month, Mrs. Len Ray Schwarz, chairman, announces.

Mrs. Marion Green and Mrs. Jimmy Frock, co-chairmen of the Mother's March, are making arrangements and contacting volunteers for the march, scheduled for the evening of Tuesday, February 1.

A motion picture, showing what is being done towards the fight against birth defects, will be shown free of charge Tuesday, January 25, at 7:30 p.m. in the multipurpose room at the Heppner Grade school.

Everyone is invited to come and see how the contributions to the March of Dimes are being used to establish and maintain March of Dimes treatment centers to repair the bodies and save the lives of children who are born with birth defects and who would have been beyond help only a few years ago.

"With help from the March of Dimes, research scientists are discovering new ways of detecting and treating the one out of every 16 babies born with a serious birth defect," Mrs. Schwarz said.