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The Chronicle

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St. Helens School District withdraws high school bond measure

CHRISTINE MENGES
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The St. Helens School District (SHSD) board of directors withdrew a bond measure for St. Helens High School at their Wednesday, Aug. 28 school board meeting.

The reason for the withdrawal, according to Superintendent Scot Stockwell, was to gather more information from stakeholders about what they would like to see as far as improvements and renovations at the high school.

The district is planning on having another bond measure on a May ballot, Stockwell said at the meeting.

"We've received tremendous support on repairing the high school, but as you know, a lot have pushed us to know the details, so that they know exactly what they'll be getting in a renovated high school," Stockwell said.

Stockwell added a lot of people started asking for more information after the school district began handing out flyers about the bond.

"In an effort to be responsive, I think it's prudent—I don't think, I know it's prudent that we continue to visit, listen to our community, take in input as far as what they want to see in a completely repaired and renovated high school, and shoot for a May 2020 ballot," Stockwell said.

As The Chronicle previously reported, the bond measure was intended to upgrade fire and security systems, as well as classrooms and other learning spaces. Stockwell told The Chronicle in August that the renovation would aim to provide better connectivity between parts of the building, as well as upgrades to high school career and vocational training labs.

During the bond development process, SHSD officials chose 30 community members to provide input on changes they would like to see. Stockwell said in August the members were chosen from different groups such as parents, sports boosters and patrons.

"I know a lot of people are excited for this bond, and I don't want them to be discouraged," Stockwell said at the board meeting. "This is part of doing it right."

After Stockwell explained the resolution to withdraw the bond, the other board members seemed mostly supportive of the action. However, some brought up concerns, comparing the delay to the delays that happened at McBride Elementary School, which resulted in inflation driving up the cost of the overall project.

Stockwell explained the school can still make progress on different aspects of the project.

"By 2020, we'll be able to have a lot of the work started," he said.

Showcase: students head back to school



Photo: Kelly Tolman

Drexler Harmon poses for a quick pic before his first day of third grade. Check A12 for submitted photos of south county students returning to classes for the new school year. More online at facebook.com/sthelenschronicle and chronicleonline.com.

County Tourism Initiative reviews progress, seeks additional funding

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Building up tourism in Columbia County is going well, although the Columbia County Tourism Initiative was denied their requested \$10,000 contribution from county commissioners to continue to expand the project.

The Columbia County Tourism Initiative started in collaboration with Travel Portland and the Columbia County Economic Team (CCET) and launched in July of 2018 in order to encourage more tourism development in the county. The program involves a steering committee of 22 members from all over the county, representing both public and private entities and interests.

The committee's request was denied at the Wednesday, Aug. 28 Columbia County Board of Commissioners meeting, where Alison Hart, committee representative, presented on work the group has done in the past year.

Commissioner Alex Tardif initially motioned to approve Hart's request, but Commissioner Henry Heimuller did not second the motion, thereby denying the request, saying he needed to see more documentation before he could allocate funds.

Before making the request, Hart, alongside Amanda Lowthian, a representative from Travel Portland who manages the Regional Cooperative Tourism Program (RCTP), presented the county with the group's accomplished tasks as well as tasks on their to-do list.

Some of the high points included making progress on three significant projects, made possible by an \$85,000 grant from the RCTP.

One of those projects was creating a development plan for Prescott Beach, which Hart said is mainly focusing on growing overnight lodging in order to increase tax revenue. Another project was increasing trail development on the Crown Zellerbach Trail. The third project involved making a master plan for the St. Helens Recreation Area, located near Salmonberry Lake, which was a joint partnership between the county and the City of St. Helens.

Part of that master plan, according to Hart, involved an application for a regional trails project grant of \$350,000, and the involved entities plan to go out for additional grant funding in order to grow that project.

"This is money that was not seen in the county before the initiative took place and we worked collaboratively with our partners to make that happen and we will continue to do so," Hart said. "That's one of the value propositions of the tourism initiative, is that we're able to pull together all of our partners and come to agreement on the type of projects in which we should be participating that have county wide support based on our steering committee input."

Other tasks the initiative has accomplished in the past year include finding funding outside of the RCTP, developing a strategic plan engaging stakeholders and the community forming partnerships and making a destination development plan, which they presented to the commissioners.

The destination development plan is what the steering committee identified as the most important areas for economic impact for tourism in the county.

These areas include downtown

Challenges, progress for pass improvement project



Courtesy photo

This is a view of the new vehicle pullout along NW Cornelius Pass Road.

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Crews have encountered challenges but continue to make progress on the Cornelius Pass Improvement Project.

The project began in late July and is expected to be completed in late September. The pass is closed to through traffic between Highway 30 and Germantown Road in Washington County. This will detour about 13,000 vehicle trips each weekday onto other roads.

The steep, winding and narrow section of Northwest Cornelius Pass Road has a long history of crashes. The project will reduce some of the rural road's sharp curves, increase sight distance for drivers, improve road shoulders, and install caution signs, guardrails and barriers.

The following is a conversation with Multnomah County Communications Officer Mike Pullen about the project.

The Chronicle: Is the improve-

ment project still on time and on budget?

Pullen: There have been schedule challenges and we are working with the contractor to make changes to keep the work on schedule as much as possible. We are still targeting to reopen the road in late September.

The Chronicle: Over the next two weeks, what significant and specific work will take place?

Pullen: The contractor is working on some Saturdays and may work the Saturday of Labor Day weekend. In the next two weeks we expect the contractor will excavate to remove the culvert under Cornelius Pass Road near Northwest 8th Avenue and begin installing the new culvert. They should also be proceeding with excavating the cut slope above the S curves. These work items are to realign the curves to be less sharp.

The Chronicle: What traffic issues have been consistent; how have

they been dealt with and by whom?

Pullen: Some of the best news is that car traffic on the detour route over the West Hills has flowed fairly well and traffic delays have been manageable. Truck drivers continue to illegally use truck restricted roads in the West Hills. The Sheriff's deputies in Multnomah and Washington counties have issued citations and signs are installed about the truck restrictions. Trucks should use the highways during the closure.

The Chronicle: Are there issues that have developed along the alternative routes? What are those issues and how are they being resolved?

Pullen: We have received comments about short term traffic delays at the signal at Highway 30 and Northwest Newberry Road. The project team has responded to these comments and have made adjustments

See **PASS** Page A2

See **TOURISM** Page A6



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Fire response at Motel 6



Kelli Nicholson/The Chronicle

Firefighters inspect fire damage.

Firefighters were dispatched early Tuesday, Sep. 3, to the Motel 6 on Columbia River Highway. A spokesman for Columbia River Fire & Rescue said a small fire was contained in a second-floor walkway, most

likely started by an "improperly discarded cigarette butt."

A single fire engine crew located the fire and extinguished it with a water can. It was estimated that \$500 of damage was suffered.

PASS

From Page A1

as needed the project made a number of changes to traffic control along the detour route, including adding signs and removing vegetation to make signs more visible to drivers.

The Chronicle: What worries or concerns you the most at this point?

Pullen: The contractor still has some work items to complete before the road is reopened to traffic. We have an experienced contractor and we are working to resolve issues as quickly as possible. It is exciting to see photos of areas where sharp curves will be realigned to be easier for drivers to navigate. And county maintenance crews have been able to repair potholes and degraded pavement areas during the road closure.

Pullen also provided the following information in his weekly update about the Cornelius Pass Project.

Recent construction paving

Paving has been completed for vehicle pullouts and for the intersection improvement at Kaiser Road.

NW 8th Avenue

The diversion pipe for the creek under Cornelius Pass



Courtesy photo

Several sharp curves on Cornelius Pass Road are being realigned to improve safety.

Road has been installed. The creek will be diverted while the old culvert is replaced. A larger pre-cast box culvert is being constructed offsite and will be installed after the old culvert is removed. Removal of the old culvert starts late this week or early next week.

Meanwhile, crews are realigning the sharp curve in the road near the culvert.

S curves

The contractor is evaluating the best method to remove rock above the road so that the S-curves can be realigned. Flashing warning beacons are being installed on the curve approaches.

Upcoming work

Permanent safety signs and

guardrail are being fabricated for installation. Guardrail installation will begin in the next two weeks. Guardrail will be installed between Plainview Market and the top of the S-curves and on the curve near Northwest 8th Avenue.

Traffic enforcement

Illegal truck trips on West hills side roads has been a problem during the road closure. Sheriff staff from Multnomah and Washington counties have cited truck drivers for illegal trips on side roads and for speeding.

Only trips to a destination on a side road are allowed by trucks. Trucks need to use the highway for through trips. Skyline Boulevard can be accessed legally by trucks from the west side via Germantown

and Springville roads. There are no legal truck routes between Skyline and Highway 30 until Cornelius Pass reopens.

Dump trucks have been reported illegally using Northwest Newberry Road to reach a Metro-owned property. Metro (503-797-1700) has been contacted to get their contractor to stop this practice.

To report an illegal truck trip, call the non-emergency number for Multnomah County Sheriff's Office (503-823-3333, Dial 5).

Provide the location, date/time, license plate (if known) and vehicle description.

Back to School Traffic

Portland Public Schools reopened on Wednesday, Aug. 28. There are changes in K-12 school bus routes while NW Cornelius Pass Road is closed. School bus routes for each school are listed at the PPS Transportation website.

Skyline Elementary School: Please drive with caution and obey the school speed limit when driving by Skyline Elementary School on Northwest Skyline Boulevard. The school is on the main detour route. The school is busier than usual, since it is serving as a bus stop for middle and high school students during the road closure.

For more information visit, www.multco.us/compass and follow developments of the *Cornelius Pass Improvement Project* here online and in the Wednesday editions of *The Chronicle*.

CC Rider adds Columbia City stops, re-routes St. Helens runs



File photo

CC Rider, Columbia County's transit service, is announcing changes to one of its bus runs – the Line 3 Flex, which travels from St. Helens to Scappoose. In addition to more than two dozen new stops in the St. Helens area, Line 3 will now stop in Columbia City, expanding service for residents.

Before the changes, Columbia City was served twice daily by CC Rider's Line 5. Buses will now travel to Columbia City seven times per day and will go to four stops total. In addition to Line 5, which stops at A Street twice daily, the Line 3 Flex route will now stop at 2nd and I Streets (close to City Hall), at 2nd and E Streets, and at 6th and E Streets five times a day.

A complete re-routing of the Line 3 flex in St. Helens will nearly triple the locations that people can hop on the bus. Line 3 will now pick up riders at 27 additional stops, improving access to services such as the St. Helens Library, the Eisenschmidt Pool, McCormick Park and several businesses along Columbia Boulevard.

The "Flex" allows users to call CC Rider dispatchers and request that the bus leave the normal route to take them somewhere else. That service is limited to one deviation per trip up to a half a mile.

"We found that over time, dispatchers had been receiving the same requests to go to certain areas and businesses," Transit Administrator Todd Wood said. "It simply made sense for us to add them to a permanent route."

Wood also noted that another reason for the changes is that the current route stays very close to U.S. 30 and doesn't pass enough businesses and residential areas for people to conveniently get on and off the bus.

"In extending the Line 3

Flex to more parts of our cities, we found we could significantly increase the ability for people to use CC Rider, minimize walking distances to stops, remove vehicles from unsafe locations like parking lots, and increase

overall access to jobs and local businesses," Commission Chairman Henry Heimuller said.

With the exception of some altered stops in Scappoose, Line 3 Flex changes are expected to take place by

September 3. Signage will be installed at the new stops over the next few months.

"A bonus to providing better service is that we are improving running times and routing in such a way that there are no increase in costs," Heimuller said.

CC Rider funding is limited. The transit service does not receive stable local funding support; local property owners do not directly pay for buses, drivers, maintenance, scheduling or administration. Nearly 60 percent of its budget comes from grants, which vary from year to year. Because CC Rider has no consistent local funding source, the county is planning to place a measure on the November 2019 ballot asking voters to form a service district, which will provide permanent funding for county transit.

The new schedule for the Line 3 Flex is available at www.nworegontransit.org

Lightning sparks Rainier-area tree fire



Photo: CRFR

A tree on Simmons road near Rainier caught fire after it was struck by lightning, according to a report from Columbia River Fire & Rescue (CRFR)

CRFR said at around 2 a.m. on Thursday, Aug. 29, thunder and lightning rolled across the fire district. Firefighters from CRFR Rainier Station and Oregon Department of For-

estry responded to the tree fire to investigate, finding it had been split by a lightning strike and was burning inside.

There were numerous lightning strikes reported throughout the area. It is possible there are more of these so-called "lightning trees" with fire burning in them. If you see smoke, please call 911.



Henry Heimuller
St. Helens, Oregon

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Study shows deadly impacts of running red lights



Red Light Running Crash Fatalities | August 2019

Table 1. Number of Deaths in Red Light Running Crashes as a Percentage of All Deaths in Crashes at Signalized Intersections, by Year, United States, 2008-2017.

Year	Total Deaths in Crashes at Signalized Intersections	Fatalities that Involved Red Light Running	Percent that Involved Red Light Running
2008	2,642	799	30.2%
2009	2,447	715	29.2%
2010	2,522	726	28.8%
2011	2,497	754	30.2%
2012	2,662	731	27.5%
2013	2,681	739	27.6%
2014	2,722	761	28.0%
2015	2,999	831	27.7%
2016	3,351	874	26.1%
2017	3,337	939	28.1%
Total	27,860	7,869	28.2%

Table 2. Number of Deaths in Red Light Running Crashes by Year and Role of Person Killed, United States, 2008-2017.

Year	Red Light Running Driver		Passenger of Red Light Running Driver		Occupant of Other Vehicle		Pedestrian or Cyclist		Total
	N	%	N	%	N	%	N	%	
2008	262	32.8%	95	11.9%	404	50.6%	38	4.8%	799
2009	265	37.1%	89	12.4%	317	44.3%	44	6.2%	715
2010	248	34.2%	94	12.9%	357	49.2%	27	3.7%	726
2011	257	34.1%	90	11.9%	360	47.7%	47	6.2%	754
2012	273	37.3%	88	12.0%	329	45.0%	41	5.6%	731
2013	262	35.5%	114	15.4%	330	44.7%	33	4.5%	739
2014	293	38.5%	75	9.9%	342	44.9%	51	6.7%	761
2015	315	37.9%	91	11.0%	367	44.2%	58	7.0%	831
2016	289	33.1%	107	12.2%	427	48.9%	51	5.8%	874
2017	339	36.1%	128	13.6%	418	44.5%	54	5.8%	939
Total	2,803	35.6%	971	12.3%	3,651	46.4%	444	5.6%	7,869

More than two people are killed every day on United States roads by drivers running red lights, according to data analysis performed by the AAA Foundation for Traffic Safety.

The most recent crash data available shows 939 people were killed in red-light running crashes in 2017 — a 10-year high and a 28 percent increase since 2012.

With the number of red-light running crashes on the rise, AAA calls for drivers to use caution when approaching signalized intersections, and for pedestrians and cyclists to stay alert when crossing the street.

According to the AAA Foundation:

- 28 percent of crash deaths that occur at signalized intersections are the result of a driver running through a red light.
- Per capita, Arizona has

the highest rate of red-light running fatalities while New Hampshire has the lowest rate.

• Nearly half (46 percent) of those killed in red-light running crashes were passengers or people in other vehicles and more than five percent were pedestrians or cyclists. Just over 35 percent of those killed were the drivers who ran the red light.

“Drivers who decide to run a red light when they could have stopped safely are making a reckless choice that puts other road users in danger,” said Dr. David Yang, executive director of the AAA Foundation for Traffic Safety. “The data shows that red light running continues to be a traffic safety challenge. All road safety stakeholders must work together to change behavior and identify effective countermeasures.”

According to the AAA Foundation’s latest Traffic Safety Culture Index, 85 percent of drivers view red light

running as very dangerous, yet nearly one in three say they blew through a red light within the past 30 days when they could have stopped safely.

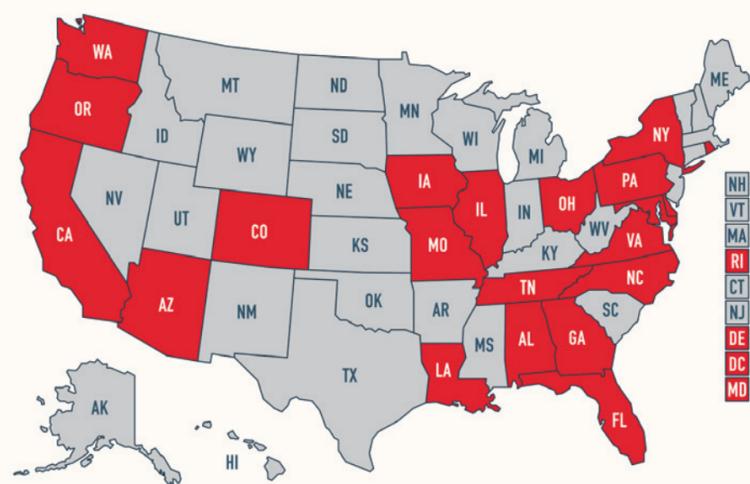
More than two in five drivers also say it is unlikely they’ll be stopped by police for running a red light. Nevertheless, it’s against the law and if a driver is involved in a deadly crash, it could send them to jail.

While enforcement is the best way to get drivers to comply with any law, it is impossible for police to be at every intersection. The Insurance Institute for Highway Safety (IIHS) found that when properly implemented, red light cameras reduced the fatal red-light running crash rate of large cities by 21 percent and the rate of all types of fatal crashes at signalized intersections by 14 percent.

“Deaths caused by red light running are on the rise,” said Jessica Cicchino, IIHS Vice President for Research.

States Utilizing Red Light Cameras

August 2019



Newsroom.AAA.com

“Cameras increase the odds that violators will get caught, and well-publicized camera programs discourage would-be violators from taking those odds. Camera enforcement is a proven way to reduce red-light running and save lives.”

The use of red-light cameras can discourage drivers from this behavior. When using red light camera programs, local governments should incorporate best practices, such as:

- Using the camera program as part of a comprehensive traffic safety strategy, including engineering and education.
- Only implementing programs on roadways with a demonstrated pattern of violations or crashes.
- Notifying drivers that cameras are being used (signage and other methods).
- Calibrating cameras regularly.
- Only operating cameras under the direct supervision of law enforcement personnel.
- Evaluating the programs on a periodic basis to ensure safety benefits are being realized.

In 2018, AAA and other safety groups collaborated with IIHS for the release of a red light camera checklist,

which outlines practical instructions for planning, implementing and evaluating red light camera programs, including steps to help build and maintain public support.

Oregon does allow the use of red-light cameras. The Oregon Legislature first approved red light cameras in 1999 and the law has been expanded and revised several times since then (Oregon Revised Statutes 810.434 through 810.436).

As of July 2019, 341 communities in 21 states and the District of Columbia operate red light automated enforcement programs.

Changes in driver behavior are also critical to reducing the number of red-light running crashes on U.S. roads. To prevent red light crashes, AAA recommends that drivers:

- Prepare to Stop: Lift your foot off the accelerator and “cover the brake” when preparing to enter any intersection by positioning your right foot just above the brake pedal, without touching it.
- Use Good Judgment: Monitor “stale” green lights, those that have been green a long time as you’ve approached the intersection. They are more likely to turn

yellow as you arrive at the intersection.

• Tap the Brake: Tap your brakes a couple of times before fully applying them to slow down. This will catch the attention of drivers who may be inattentive or distracted behind you.

• Drive Defensively: Before you enter an intersection after the light has turned green for you, take a second after the light changes and look both ways before proceeding.

Pedestrians and cyclists should also stay safe when traveling near intersections. AAA recommends:

- Wait: Give yourself a few seconds to make sure all cars have come to a complete stop before moving through the intersection.
- Stay Alert and Listen: Don’t take chances and don’t wear headphones. Watch what is going on and give your full attention to the environment around you.
- Be Visible: Stay in well-lit areas, especially when crossing the street.
- Make Eye Contact: Look at drivers in stopped vehicles to ensure they see you before crossing the road in front of them.

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Opinion

The Chronicle

WEEKLY ONLINE POLL

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Yes No

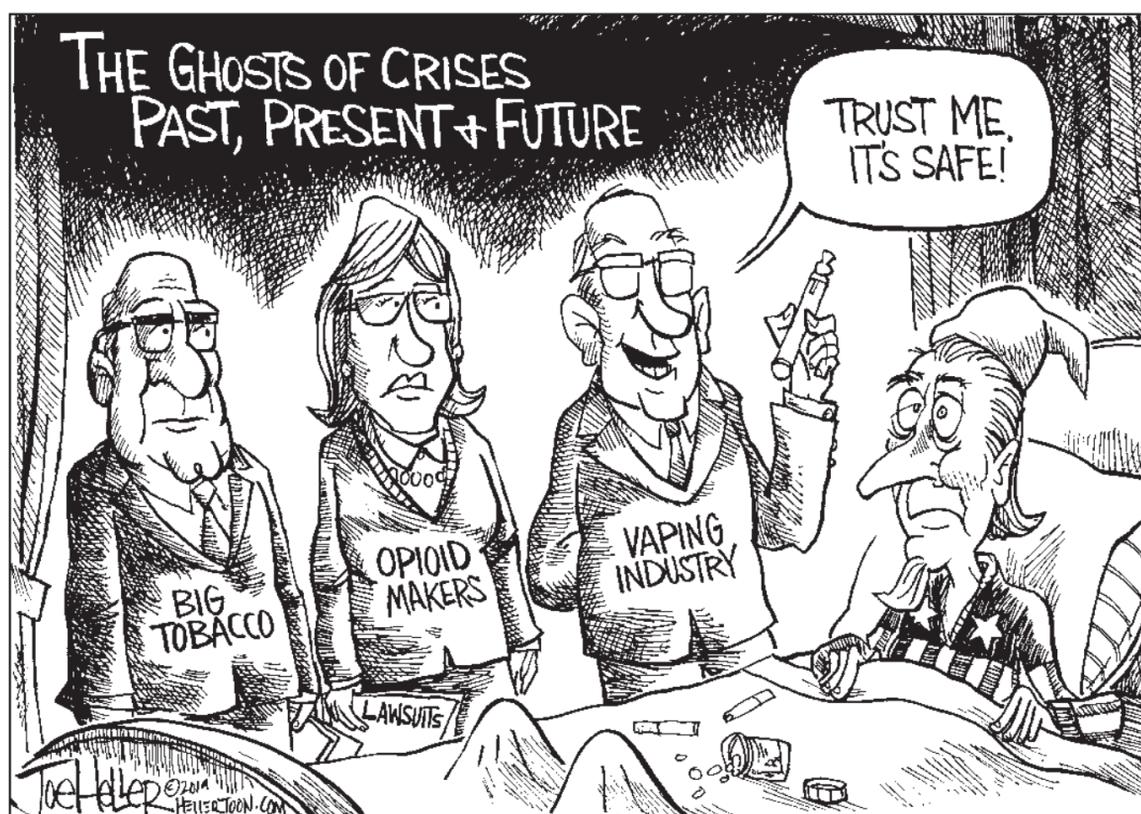
LAST WEEK'S RESULTS

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68% Yes 32% No

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JOE HELLER



VIEWPOINTS

Not all is well underneath Oregon's record low unemployment

OREGON CENTER FOR PUBLIC POLICY
Chronicle guest column

Although Oregon's unemployment rate is lower than it has been in decades, not every aspect of the state's labor market looks rosy. A new report by the Oregon Center for Public Policy points out that more than one-third of counties in the state have yet to make up the job losses from the Great

Recession and that the wages of the typical Oregonian have barely budged.

"By some measures, the Oregon jobs market has rarely looked better, but the statewide figures can mask the difficulties some communities are facing," said OCPP policy fellow Audrey Mechling.

From a record high of 11.9 percent in 2009, Oregon's unemployment had fallen to 4 percent by July 2019, according to the

Center's analysis of data from the Bureau of Labor Statistics. That was the lowest jobless rate since at least three decades back.

Yet, as of 2018, 14 Oregon counties — all but one of them rural counties — had not recovered the jobs lost during the Great Recession, the Center said. Those counties were Umatilla, Baker, Malheur, Lincoln, Union, Coos, Douglas, Lake, Gilliam, Klamath, Curry, Grant, Harney, and Crook counties.

Among all rural counties, the unemployment rate stood at 5.5 percent in 2018, compared to 3.6 percent in the counties making up the Portland-metro area.

The unemployment rate also remained uneven along racial and ethnic lines, according to the Center. The 2018 unemployment rate for Latino Oregonians stood at 5.6 percent, compared to 4.1 percent for White Oregonians. Prior analysis by the Center also found

significantly higher levels of unemployment among Black Oregonians.

And despite the big swing from record level unemployment during the depths of the Great Recession to record low unemployment at the end of 2018, the typical Oregon worker has seen little in the way of a pay increase, the Center's report said. Real hourly wages for the median earner in Oregon increased by only 3 percent from 2009 to 2018. Since 1979, wages

for the median earner were up only 1 percent.

"When wages remain stagnant even in the face of one of the longest periods of economic expansion and lowest levels of unemployment, it's time for lawmakers to put in place policies that increase the paychecks of workers," Mechling said. "From boosting tax credits for working families to removing obstacles to unionization, there is much lawmakers can do."

Timber Unity Association says protect kicker rebate

The #TimberUnity Association president says "no" to any attempts to steal the Kicker Rebate from Oregon workers.

With the news that

the Kicker Tax Rebate is predicted to be a record \$1.6 billion dollars, and knowing how hard Speaker Kotek and Governor Brown worked to try to steal the

constitutionally-protected tax rebate in the 2019 session, #TimberUnity took the following position today for the upcoming legislative session.

"As an association president that represents the voices of more than 50,000 working men and women in Oregon, Timber Unity Association is going on the

record that we will vigorously oppose any effort to steal the Kicker Tax Rebate from the workers that earned it," said Mike Pihl, owner of Mike Pihl Logging.

"The supermajority already swept \$108 million dollars of money that was owed to taxpayers earlier this year. We're not going to let them take another dime."

VOICES OF THE COMMUNITY

Response to A. Painter: What's next?

As with anyone who loses a loved one no matter why my deepest sympathy goes out to you. Amazon has an excellent Grief Recovery Handbook by James/Friedman with recovery specialists. I wish I heard as much fire and passion for the many young women murdered in this county, or the endless child sexual abuse and generational incest.

I remember an officers son back from a military discharge, sniper shooting off a hill...the first question I always ask is what was going on in their households-what "spirits" plague their community. If Daniel had to be "stabilized" on medications from a psychiatrist hospital [drugged to appear "normal"] how was he competent to stand trial and was it not the people who called 911 that said, "He was looking at a car for sale and didn't know if he

was on drugs and mentally ill -before this happened? I think the answer for What now in the worst state for treatment and the highest suicide in the US...a Port and woods ripe for drug and human trafficking and our youth out of control, lacking in education, accountability and moral values is to focus on how to stop this increased devaluation for life, by lack of empathy, diabolical narcissism, and hate for our Lord Jesus Christ. What now is what we all need to be doing to stop this epidemic.

Honor your brother by helping make changes to the darkness that lives in this county.

Elizabeth Wallace
St. Helens

Riverkeeper not moral

It takes brass, and a certain other quality even less admirable, to be called out, by me, for bald-faced lies, (attribut-

ing Riverkeeper's false claims to The Spotlight newspaper, as Mr. O'Hanlon did, in The Chronicle), responding with a railing accusation against my source choice for accurate information, followed by a lecture on what's "moral and ethical."

But why take anybody else's word for what corrupt, power-hungry, back-stabbing lawyers Riverkeepers are when they can tell you themselves? Go to:<http://www.klamathriver.org/category/river-currents/> look down the column to "The Klamath River Needs More Than Dam Removal", May 10, 2016 for the Op Ed by Konrad Fisher, (no relation), Klamath Riverkeeper's Executive Director.

Note Fisher's claim, in paragraphs three & four: "Unfortunately, Klamath River water users are 'being led to believe' that dam removal will allow them to take even more water from an already 'over-allocated river.'" & "It's a story 'we know too well.' Hard-working farmers and ranchers have built their livelihood upon commitments by

federal and state water managers, but the water managers have allocated 'more water than the river can afford'.

"Quote: "being led to believe". As though the Riverkeeper was some innocent observer and not the source of that misplaced belief. And from where did the decision come that the river had been "over-allocated" for generations, and is suddenly unable to meet the needs of farmers and ranchers? Then: "there is ample opportunity to link publicly, (taxpayer), funded, conservation and infrastructure projects to increased river flows and to retire water rights held by farmers and ranchers who themselves want to retire." -Quote, paragraph five, (emphasis mine).

When was it that multi-generational farmers and ranchers 'discovered' that they 'wanted' to retire now that their land is rendered 'un-irrigational' by Riverkeepers and their accomplices?

One more suggestion for self-disclosure by Riverkeepers: <http://www.klamathriver.org/press->

release-new-tool-will-help-maximize-return-on-water-investments/ , to learn how Riverkeepers and their accomplices gain control of the water that the farmers used to have. It's a swindle worthy of the most nefarious Bunco schemers.

Kathleen Fisher
Scappoose

Concerned about mass shootings

As part of the 'Violent Crime Control and Law Enforcement Act of 1994,' assault weapons were banned in the United States between September 1994 through 2004. During this period guns designed and manufactured with pistol grips and high capacity magazines were restricted to military, police and properly licensed dealers. Handguns were also limited to 10 shot capacity magazines.

The assault weapon ban subsection of the Violent Crime Control Act sunsetted (expired) in September 2004, an election year, of which Congress both Senate and House failed to address this expiration. In the following year assault weapons and magazine manufactures started flooding the market with their merchandise taking full opportunity of the lack of leadership in Washington D.C.

Since 2013 there have been one mass shooting, those with more than four people being shot, per day not all with assault weapons. Other than the shooter, I feel that our politicians have the most blood on their hands by using mass shootings as a tool for getting reelected and to project their progressive liberal socialist agendas along with the national media outlets reshaping the carnage repeatedly to boost their ratings.

Joe Turner
Columbia City

The Chronicle

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Write to Us

We want to hear from you and encourage you to write letters to the editor. Because of space limitations, shorter letters have a better chance of being printed. We may edit your letter for style, grammar and clarity, although we do as little editing as possible. If you don't want your letter printed under those conditions, just let us know.

Thank-you letters are limited to a general thanks and summary of an issue or action. We reserve the right to exclude lists of people, organizations and businesses.

Letters received after noon on Friday may not be in time for the following

Wednesday's paper.

To verify authenticity, all letters must be signed and include your address and daytime phone number. We won't print your street address or phone number (just your city of residence). Submissions may be emailed to chroniclenews@countrymedia.net, sent via mail, or dropped off at the office.

Editorial Policy

Opinions expressed on this page are independent of The Chronicle views and are solely those of the writers expressing them.

Letters Policy

The Chronicle welcomes letters of 250 words or fewer. Letters are subject to editing for length, clarity or grammar. They should be concise, to the point and original. Letters dealing with disputes or containing criticism of private individuals or businesses will not be published. All letters must be signed (unless emailed) and include the author's full name, address and daytime telephone number (for verification purposes only). Letters will be published at the editor's discretion. Letters also may be published on our website.

WEEKLY EVENTS

Mondays

- St. Helens Lions Club meets at 6:30 p.m. every first and third Monday at the Village Inn. Call 503-369-1005 for more information.
- Community Action Team Board of Directors meetings from 2 p.m. to 4 p.m. on the fourth Monday of every month in the CAT boardroom, 125 N. 17th St., St. Helens. No meetings on Monday holidays.
- VFW Post #1440 meets at 7 p.m. every second Monday at the Elks Club. For details, call David Belden at 503-397-2147.
- Genial Genealogists meeting from 6:30 to 7:30 p.m. on the first Monday of each month in the auditorium at the St. Helens Library.
- Manga/Anime Club meets from 3:30 p.m. – 4:30 p.m. at the St. Helens Library. If you enjoy reading manga, watching anime, listening to J-pop or watching K-dramas. Ages 12 to 18. No meeting on May 27.
- Oregon Hunters Association Columbia County Chapter membership meetings are held at 7 p.m. on the second Monday of each month at the Kozy Korner Restaurant in St. Helens. Come at 6:30 p.m. for some good food and visiting.
- The Greater St. Helens Aquatic District Board Meetings from 5 to 6:30 p.m. on the third Monday of each month in the Eisenschmidt Pool Basement.
- The Columbia County Fair Board Meetings take place at 6 p.m. on the second Monday of each month in the 4-H Building, 58892 Saulser Rd. (No meeting in December).
- St. Helens MS Self-Help Group meets on the third Monday of every month from 1 p.m. – 2:30 p.m. at the St. Helens Library, Armstrong Room, 375 18th St., St. Helens, OR. Contact Sheryl Adair at 503-410-0752 or Annette

Shinkle at 503-366-4306.

Tuesdays

- Kiwanis Day Breakers Club meets at 7 a.m. at the Village Inn, 535 S. Columbia River Highway, St. Helens. For more details, Colleen DeLong at 503-367-5993.
- McNulty Water People's Utility District Board Meeting is at 7 p.m. on the first Tuesday of every month at 34240 Millard Road, Warren.
- Baby Storytime at 10:15 a.m. at the St. Helens Library. Caregivers with children ages six months to two years are invited to join for stories, fingerplays, songs, bounces, tickles, and other activities that support early brain development, language acquisition, and motor skill growth. Stay after for free play.
- The Columbia County Law Library will be holding Court Forms Clinics every Tuesday from 4 p.m. – 8 p.m. (weather permitting). Get help filling our court forms commonly used in the Columbia County courthouse. The forms are free and the clinic is free. Sign up is required and is available at the courthouse Mon. – Fri. from 9 a.m. – 5 p.m. or at the Law Library Tuesdays and Thursdays from 11 a.m. – 3 p.m. 270 S. First St., St. Helens. Questions, contact 503-396-5344, or ccll@columbiacl.org, or davis12000@aol.com.
- Community Meal in the Parish Hall at First Lutheran Church, St. Helens from 5:30 p.m. – 6 p.m. Free dinner. For more details on how to help, or volunteer, call 503-397-0090.

Wednesdays

- Rotary Club of Columbia County – St. Helens meeting is held at the Warren Country Inn at 12 p.m. For more

information, call 503-397-2341.

- Columbia SWCD meets the third Wednesday of each month at 7 p.m., 35285 Millard Rd., St. Helens. December's meeting will be held at 6 p.m.
- Toddler Storytime at 11:15 a.m. at the St. Helens Library. Bring your two- and three-year old's for songs, stories, dances, wiggles and more. Designed to support early brain development, language acquisition, and motor skill growth. Stay after for free play.
- Lawyer in the Law Library is a series of talks about common legal problems. Meeting are on the second Wednesday of each month from 6 p.m. – 8 p.m. A lawyer will provide basic information and answer your questions about the topic of the evening. Columbia County Law Library, 270 S. First St., St. Helens. Call 503-396-5344 with questions.
- Dementia Support Group meets the second Wednesday of the month from 3 p.m. – 4 p.m. at Avamere at St. Helens, 2400 Gable Rd. Call 503-366-8070 for more information.
- Stay-And-Play Storytime from 10:30 a.m. – 11:30 a.m. or 1 p.m. – 2 p.m. in the Scappoose Library Meeting Room. Young children are invited for songs, stories, finger plays, and rhymes. After story time, the kids will have time to play with fun toys and interact with each other. This program is geared toward preschool ages, but kids of all ages are welcome to attend.
- Port of Columbia County Board of Commissioners hold meetings at 8:30 a.m. on the second and fourth Wednesday of the month at the Port of Columbia County office, 100 E St., Columbia City.

Thursdays

- Kiwanis Club of St. Helens meets at 12 p.m. at the Elks

Club. For more information call 503-397-6503.

- The VFW Auxiliary meets the second Thursday of each month at the St. Helens Senior Center at 1 p.m. Call Sherry at 503-397-2147 for more information.
- First Thursday is a monthly community meeting at 7 p.m. with the St. Helens Police Department held on the first Thursday of each month at Columbia Center's auditorium, 375 S 18th St. in St. Helens. A new topic is presented at each meeting by a police officer, or police staff, related to community safety, crime prevention, police services, or seasonal-specific safety information. For more details, call 503-397-3333.
- Fiber Fanatics meet Thursdays from 10 a.m. – noon in the Armstrong Room at the St. Helens Library. Join others who knit, crochet, spin, weave, needle point, cross-stitch, rug hook, and/or embroider in a relaxed setting. Bring a snack and enjoy conversations.
- Columbia Arts Guild meets Thursdays at 10 a.m. in the auditorium at the St. Helens Library. Bring your own art to work on. All disciplines of art welcome.
- Preschool Storytime at 11:15 a.m. at the St. Helens Library. Bring your three to five-year-old and their caregivers for stories, songs and dances with scientific inquiry and artistic expression in order to support children's development and growth.
- River City Singers seeks new members for community chorus, directed by Alice Boyer. First United Methodist Church, 560 Columbia Blvd., St. Helens from 7 p.m. – 9 p.m. This is a non-audition choir. For more information call 503-396-0939, or come to any

rehearsal.

- Community Meal in the Parish Hall at First Lutheran Church, St. Helens from 5:30 p.m. – 6 p.m. Free dinner. For more details on how to help or volunteer call 503-397-0090.
- ASD Family Support Group meets every first Thursday from 7 p.m. – 8:30 p.m. at 52588 NE 2nd St., Scappoose, Oregon. Adults only, no kiddos please Bring a snack to share. Receive support, encouragement and help your family thrive with ASD. For details, contact Sharrie Kreins, at 503-396-3361.

Fridays

- Veteran's Breakfast at the Village Inn in the Banquet Room the first Friday of every month. Doors open at 7 a.m. and the meeting starts at 8 a.m. Guest speakers will discuss topics that are important to local Veterans and their families. All veterans are welcome to attend.
- Little Builders for Preschoolers from 10:30 a.m. – 11:30 a.m. in the Scappoose Library Meeting Room. Build fun projects using pulleys, cogs, wheels, and Legos and enter the world of STEM for kids. We will explore how things work, build new worlds and have fun too.
- American Legion meet the first Friday of each month at 8 a.m., America's Best Value Inn, 535 S. Columbia Highway, St. Helens. The meetings are held in the meeting room behind the lounge.

Saturdays

- The Ukulele Group meets Saturdays from 10:30 a.m. – 12 p.m. in the auditorium in the St. Helens Library. Please call the St. Helens Public Library at 503-397-4544 to register.
- Ukulele Extra Hour –

Instruction in Ukulele Topics is an extra hour of instruction and coaching to extend your musical skills on the ukulele. This is generally scheduled on the second Saturday of each month (check the Library schedule for any specific month) from noon – 1 p.m. at the St. Helens Library.

- The St. Helens Writers' Guild meets the second Saturday of each month from 12 p.m. – 2 p.m. in the Armstrong Room at the St. Helens Library. Open to all writers.
- NAMI Columbia County Support Group, National Alliance on Mental Illness, meets on the second Saturday of every month from 12 p.m. – 2 p.m. at the Elks Veterans Bunker, 125 S. 13th St., St. Helens, Oregon. For more information, contact Judy Thompson, at 503-397-6056, or contact NAMI Oregon, at 503-230-8009.
- Writers Write. Will be held on the first and third Saturday of each month from 6 p.m. – 8 p.m. at the St. Helens Library Auditorium. Join your fellow writers in silent word sprints, encourage each other, exchange ideas and write. Open to writers of all ages, backgrounds, and introvert levels.

Sundays

- Resonate Recovery from 7 p.m. – 8 p.m. at 220 S. 1st St, St. Helens. Bible based, Christ-centered spiritual recovery meeting for those struggling with addictions and compulsive behavior. Everyone is loved and welcomed. Free childcare during meeting for infants through sixth grade. For more information, contact Bert @ 503-475-3586, or bnewton@acacialumber.com, Debbie @ 503-560-0521, or check the "Resonate" Facebook page.

COMMUNITY EVENTS

September 7

- World Famous St. Helens Farmers Market from 9 a.m. – 2 p.m. in the Old Town Waterfront District in front of the old Gracie's Antiques.
- Scappoose Farmers' Market from 9 a.m. – 2 p.m. on NE 2nd St., Scappoose. Come get your fresh vegetables, fruit, berries, herbs, homemade goods, nursery plants, flowers, handmade products and more.
- Westport Annual Reunion, open to all, from 11 a.m. – 3 p.m. or later will be held at the Westport Community Church Fellowship Hall. Parking is available and handicap accessible. A hamburger lunch and drink will be available for \$5. Please bring finger foods and/or desserts to share. There will be books about Westport for sale from the Clatsop County Historical Society. Cash or check only. Please bring photos or memorabilia to share.
- The Rainier Oregon Historical Museum will be showing the movie "Gods County and the Woman" in the Chamber Room at Rainier City Hall. The first showing will start at 11 a.m. and the second showing will start at 1 p.m. The movie will show scenes of the Prescott Clark & Wilson Mill, Spirit Lake/Mt. St. Helens, Toutle River, and Cathlamet, Washington. In the museum upstairs, there will be presentations on the Benson cigar rafts and history of the local mills and logging from 11 a.m. - 4 p.m.

September 8

- Sauvie Island Second Sunday Farmer's Market from 9 a.m. – 2 p.m. at Howell Territorial Park. Enjoy produce, Island beef, honey, eggs, drinking vinegars, plants, flowers, natural botanical skincare, traditional plant medicine, jewelry, crafts, art, food, drinks and more. Contact Sascha Archer at sauviemarket@gmail.com with questions.

September 9

- 33rd Annual Barbara Bullis Memorial Golf Tournament at Wildwood Golf Course. Registration is at 7 a.m. and a Shotgun Start is at 8 a.m. Lunch will be provided. Great team and individual prizes and raffle prizes also. Entry fee is \$90 per player, \$360 per foursome. Sponsorships are available. Contact Meagan Fawcett at meagan@cpfoodbank.org or 503-333-8790. Feel free to visit the Barbara Bullis Memorial Golf Tournament Facebook page.

September 11

- A Lawyer in the Law Library Workshop - Special Education Law - will be held from 6 p.m. - 8 p.m. Lawyers will provide basic information and answer your questions on the topic of the evening. 270 S. First St., St. Helens. ccll@columbiacl.org. 503-396-5344.

September 14

- Scappoose Farmers' Market

from 9 a.m. – 2 p.m. on NE 2nd St., Scappoose. Come get your fresh vegetables, fruit, berries, herbs, homemade goods, nursery plants, flowers, handmade products and more.

- World Famous St. Helens Farmers Market from 9 a.m. – 2 p.m. in the Old Town Waterfront District in front of the old Gracie's Antiques.
- 30 Year Sauerkraut Festival Celebration from 10 a.m. – 9 p.m. at Heritage Park, 52469 Se 2nd St., Scappoose, Oregon. The Sauerkraut Festival is returning for the 30-year celebration. Come enjoy entertainment, beer garden by Ixtapa and the Scappoose Famous Sauerkraut Sandwich. For volunteering options or more information, please email 30yrsfestival@gmail.com.
- Show & Shine Car Show from 8 a.m. - 2 p.m. at Columbia City Grade School, 2000 2nd St., Columbia City. Registration is \$20. For more information, contact Gordon at 503-396-5658.
- Strawberry Pancake Breakfast will be held from 7 a.m. - 3 p.m. at the Community Hall building, 1850 2nd St., Columbia City. There will also be a prepare fair, craft fair, vendors, kids activities, silent auction, book sale, quilt raffle, beach house stay raffle, Columbia Arts Guild Art Show, live music by "The Decades," hamburgers and hot dogs, and a bake sale held at Columbia City Grade School, 2000 2nd St., Columbia City.

Partially treated sewage discharged in Clatskanie River

STAFF REPORT
chroniclenews@countrymedia.net



File photo

A mechanical failure at the sewer plant in Clatskanie has led to partially treated wastewater discharges into the Clatskanie River, west of town. A statement from the City of Clatskanie said a sweep arm failed at the wastewater treatment plant and partially treated wastewater is being intermittently discharged. The Oregon Department of Environmental Quality was

notified of the situation and is advising city officials to help address the problem. City Manager Greg Hinkelman said it was the first time the sewer plant had suffered a failure of this nature.

Exposure to sewage that has not been fully treated could cause a number of illnesses. *This story is developing and will be updated*

Law Library talk on legal guardianship

A workshop entitled "Legal Guardianship" will be held at Columbia County Law Library on Wednesday, Sept. 11 from 6-8 p.m. We are located at 270 S. First St. in St. Helens. The workshop will be the 33rd

in our series of Lawyer in the Law Library workshops. The speaker for the workshop will be Mike Pijanowski, an OLC attorney. The workshop is free and open to the public. No reg-

istration is required. Your attendance and questions will be welcome. For more information, please contact Law Librarian Pam Davis at 503-396-5344 or ccll@columbiacl.org

Columbia River remains closed to steelhead retention through September

Retention of all steelhead (hatchery and wild) will remain closed through Sept. 30 in the mainstem Columbia River from the mouth at Buoy 10 upstream to The Dalles Dam due to poor projected returns. The states of Oregon and Washington decided to extend the August steelhead retention closure for this section of

the Columbia River through September after the projected return of upriver steelhead was downgraded from the pre-season forecast of 118,200 fish to 86,000 fish. This action expands on regulations adopted earlier this year to help reduce impacts to upriver steelhead which included area-specific retention

closures, a reduced bag limit (one fish when open), and a no-fishing sanctuary at the Deschutes River mouth. For the latest Columbia River fishing regulation updates, please visit ODFW's Recreation Report at https://myodfw.com/recreation-report/fishing-report/columbia-zone.

Ladies of the Lake Quilt Guild of Longview presents

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Longview, WA
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Saturday 10 a.m. – 4 p.m.
\$5 Admission

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Like us on Facebook: Ladies of the Lake Quilt Guild
Additional information at: www.lolquiltguild.org

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OBITUARIES

Clarence G. Aulenbacher

April 2, 1934 ~ Aug. 21, 2019

Clarence G. Aulenbacher passed away at the age of 85 on August 21, 2019 in Portland, Oregon.

On April 2, 1934, Clarence was born in Anacortes, Washington to Raymond and Irene (Trafton) Aulenbacher. After high school he attended community college briefly before joining the United States Air Force. Clarence then moved to Portland, Oregon where he worked for Multnomah Plywood before relocating to St. Helens, Oregon.

Clarence enjoyed fishing, stamp collecting, museums,



and history. He loved traveling to Alaska, Hawaii, and Canada. He was a member

of the Moose Lodge, Eagles Lodge, and the VFW.

Clarence is survived by his wife Diane; sons Stephen, Dennis, and Aldon (Dawn); grandchildren Becky, Alex, Katie, Jessica and Lysie; and six great-grandchildren.

In lieu of flowers, please donate to a cancer foundation of one's choice.

A celebration of life will be held in Clarence's honor from 1 p.m. - 3 p.m. on Wednesday, September 11, 2019 at the Moose Lodge in St. Helens, Oregon. Please sign our online guestbook at www.columbiafh.com.

Ralph A. Nickelson

Jan. 20, 1929 ~ Aug. 26, 2019

On Monday, August 26, 2019, Ralph A. Nickelson, loving husband, father, grandfather of 11, great-grandfather of 16, and great-great-grandfather of two, passed away at the age of 90.

Ralph was born on January 20, 1929 in Coldwater, Kansas to Chris and Hazel (Clavis) Nickelson. At the age of 10 the family of eight packed up and moved to Oregon. Ralph left school his junior year of high school to start working at the Deer Island Ranch as a cowboy to help support his parents. Around the age of 20 he started work at Boise Cascade and was there for 35 years.

Ralph met Delores Miller and it was love at first sight in 1950, and after 3 months they were married. Ralph enjoyed



being with his family, clam digging, fishing, rebuilding old cars, logging, riding his bike 15 miles a day and taking trips with his dear friends. He loved staying busy and tinkering around. Ralph was also a member of the Masonic Lodge for 50 years.

Ralph is preceded in death by his loving wife Delores of 62 years, and his grandson Spike (Dennis Schmit, 44).

He is survived by his children Bella Nickelson, Bonnie Webberley (Ron), David Nickelson, Terri (Shawn Williams), and Cathie (Dave Scrivner); sister Agatha Cobb; and many nieces and nephews.

In lieu of flowers, please send donations to Legacy Hopewell House, 6171 SW Capitol Hwy, Portland, OR, 97239.

Services will be held for Ralph Nickelson at noon on Friday, September 6, 2019 at Columbia Funeral Home and will be followed by a funeral service at 1 p.m. Please sign our online guestbook at www.columbiafh.com.

Kathleen Mae White

Aug. 4, 1948 ~ Aug. 29, 2019



She was born in Seaside, Oregon. Her parents were Alfred Bert Crafard and Amelia Kay Ell and she was married to Terry R. Dowell and David H. White. She worked for the City of Portland and then worked at Dory's Café until she retired.

She was truly cared and loved by her family and she enjoyed camping and days at the beach!

She left behind two daughters Carrie Morilin

and Gayla White; son in law Donny Morilon; two nephews David Riley and Mike Riley; grandkids Dena Goff, Trisha Brown, Andrea White, Zackery White, Tine Boone, and Joshua Morilon; siblings Alfred Crafard, Carol Workman, and Sammy Crafard; great-grandkids Kolby, Tristen, Kitty, Avery, Trinity, Nova, Corvin, Zander, Trevin, Teagan, and Charlotte; and dear friends Ted Williams and Tom Berg.



Christine Menges/The Chief

Amanda Lowthian (left) and Alison Hart (right) speak to County Commissioners about what the Tourism Initiative has accomplished. The group requested \$10,000 from the commissioners, which was denied for the time being, due to "lack of documentation," as stated by Commissioner Henry Heimuller.

TOURISM

From Page A1

revitalization, building up lodging infrastructure, increasing wayfinding signage, infrastructure development, increasing access to cultural history and having visitor information available at all the main entry points in the county.

One of the aspects the destination development plan covered was the need for more stable funding. As both Hart and Lowthian explained, the \$85,000 grant was a one-time grant. The initiative will now receive \$28,000 per year as a pro rata share of the statewide transient lodging tax. The two said having a contribution from the county would form part of their stable funding.

Commissioner Heimuller said the county has already contributed to the tourism initiative, such as by having some personnel building out the Crown Zellerbach Trail. "I want to be able to see the whole comprehensive package of what we address," Heimuller said. "We have to be able to explain to all of the folks, not only the values of this, but the investment that we need to make and what we, the county are willing to [make]."

Commissioners also

discussed the use of the lodging tax, and Heimuller said there were very few hotels in Columbia County and asked about the existing partnership between existing lodging providers outside of camping.

Lowthian answered that overnight lodging doesn't just have to be hotels, but also things like rustic campgrounds with cabins.

At the end of the discussion, Commissioner Tar-

dif moved to approve the \$10,000 in funds.

"They can continue this work and continue to collect outside grants in dollars to help fund the projects that we want to do," he said.

When Heimuller did not second the motion and denied the request, he said, "I haven't seen any documentation whatsoever."

He said when he saw documentation, he might reconsider.

AREA CHURCHES

ST. HELENS

Ascension Evangelical Lutheran Church
1911 Columbia Blvd., 503-312-1072
Pastor Burkhardt
Calvary Lutheran Church
58251 Division Rd., St. Helens 503-397-1739
Pastor: Mark Dennis
Columbia River Foursquare Church
555 Commons Drive, St. Helens 503-397-0069
Senior Pastor Mike Cooke
Christ Episcopal Church
35350 E. Division Rd., St. Helens 503-397-1033
Rev. Jaime Sanders
Columbia Christian Center
235 S 15th St., 503-366-8028
Pastor Terry Luttrell
St. Helens Community Bible Church
35031 Millard Rd., St. Helens
Pastor Max Snook
www.sthelensbiblechurch.org
Christian Church
185 S. 12th St., St. Helens 503-397-2151
Pastor Justin Bruner
First Lutheran Church
360 Wyeth St., 503-397-0090
Interim Pastor Randy Sinn
First United Methodist Church
560 Columbia Blvd., 503-397-0061
Pastor Jared Maddox
Plymouth Presbyterian Church
2615 Sykes Rd., 503-397-0062
Pastor David Hutchinson
St. Frederic Catholic Church
175 S. 13th St., 503-397-0148
Father Nicolaus Marandu
The Church of Jesus Christ of Latter Day Saints
2755 Sykes Road, St. Helens
St. Helens 1st Ward
Bishop Kent Dery 971-225-8727
St. Helens 2nd Ward
Bishop Paul Erickson 971-813-4000
Scappoose Ward
Bishop Lorin Fielding 503-987-2179
Sunset Park Community Church
174 Sunset Blvd, St Helens
Pastor Aaron Hiller

St. Helens Church of Christ
295 S. 18th St., St. Helens
Pastor Ivan Bissell
503-366-0967

SCAPPOOSE

Grace Lutheran Church
51737 Columbia River Hwy., Scappoose 503-543-6555
Joshua Wiley
Scappoose Foursquare Church
33404 SW JP West, Scappoose 503-543-5069
Pastor Daniel Schmolli
St. Wenceslaus Catholic Church
51555 SW Old Port Rd., Scappoose 503-543-2110
Chuck Wood

WARREN

Bethany Lutheran Church
34721 Church Rd., Warren 503-397-2050
Pastor Scott
Grace Baptist Church
58690 Ross Rd., Warren 503-397-0405
Pastor Dean Christensen
Warren Baptist Church
56799 Columbia River Highway, 503-397-1005
Pastor Randy Thomas
Warren Community Fellowship
56523 Columbia River Highway, 503-397-4387
Pastor Cary Wacker

GOBLE

Cornerstone Baptist Church
70024 Goble Rd.
360-562-6201
Pastor Fred Mathews

RAINIER

Alston's Corner Assembly of God
25272 Alston Rd. 503-556-1961
Pastor Steve Berry
Nativity Of The Blessed Virgin
204 C St., E Rainier 503-556-5641
Rainier Assembly of God
74950 Rock Crest St., 503-556-8201
Pastor Jeff McCracken
Rainier Community Church of God
321 W C St., Rainier, 503-556-5661

Rainier United Methodist Church

Corner of 1st & 'C' St., 503-556-3440
Pastor Michele Holloway
Riverside Community Church
305 West C Street, Rainier 503-556-1216; Pastor Paul Rice
Columbia Bible Church
407 East Second St, Rainier, OR 97016
Heritage Bible Church
Rainier Senior Center, 48 W 7th St., Rainier, Oregon 97048

VERNONIA

Nehalem Valley Bible Church
500 North St., 503-429-5378
Pastor Gary Taylor
Vernonia Christian Church
410 North St., 503-429-6522
Pastor Sam Hough
St. Mary's Catholic Church
960 Missouri Ave., 503-429-8841
Father Dale Waddil, Father Luan Tran

CLATSKANIE

Clatskanie Baptist Church
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Pastor John Thomas
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100 SW High Street
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6.3 quake felt off Oregon Coast

A 6.3 magnitude earthquake was recorded about 178 miles west of Coos Bay on the Oregon Coast Thursday morning.

The U.S. Geological Survey (USGS) reported the quake at about 8:07 a.m. in the Pacific Ocean with a depth of 3.3 miles. USGS stated they have received over 100 reports of people feeling the shake but there is not a threat of a tsunami from this earthquake.

No immediate damage or injuries have been reported at this time.

"The earthquake is on the Blanco Fracture Zone and this is where you have the Juan De Fuca Plate sliding

against the Pacific Plate," said Althea Rizzo, Oregon Emergency Management Geological Hazards Program Coordinator.

Rizzo said the area gets lots of earthquakes such as this larger one, but they are so far away from the coast they don't have any impact other than reminding us that earthquakes can happen at any time.

"There is no relation between this area and the Subduction Zone," Rizzo said. "They are on opposite sides of the Juan De Fuca Plate."

"This is a great opportunity to spend some time this weekend talking to your

family about emergency preparedness," Rizzo said. "Make a plan do something this weekend while you have the extra time to be better prepared. It could be buying extra bottled water, extra food and practicing your tsunami evacuation route."

For more information about disaster preparedness, visit the Federal Emergency Management Agency website at ready.gov. Rizzo also recommends that you contact your local fire department to find out if there is an active Community Emergency Response Team group in your city of town and how to get involved.

ROHM presents film 'God's Country and the Woman'

This weekend you can catch a film and presentations that reflect early life and work in and around Rainier.

On Saturday, Sept. 7, the Rainier Oregon Historical Museum will host a showing of "God's Country and the Woman." Organizers said the film allows watchers to learn about 1800s Simon Benson cigar rafts, what logging was like in the late 1930s, and how it progressed to what it is today.

The movie will reportedly show scenes from the Clark

and Wilson Mill in Prescott in 1937, and the first scene of the movie shows a giant tree being felled while Spirit Lake and Mt. St. Helens loom in the background. Admission is free, and the film will run at 11 a.m. and 1 p.m. in The City Council Chamber.

There will be presentations upstairs in the museum about cigar rafts and the early history of local mills and logging operations in Rainier and surrounding areas. They will be held at 11:30 a.m., 11:45 a.m., 12:15 p.m., 12:30 p.m., and

3:15 p.m. The presentations will include the history of the Yeon-Pelton logging incline and the history of Prescott.

Bring the kids - they can load logs with a logging grapple and have fun with a logging matching game.

"There will be a lot of history being shared," Museum President Kay Hefflin said. "Our museum has tripled in size since we opened two years ago. I have some interesting pictures of the Simon Benson log rafts that will be a part of my presentation."

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SATURDAY MORNING SEPTEMBER 7, 2019. Table with 12 columns (6:00-11:30) and 12 rows (KATU, KOIN, DISC, KGW, KOPB, KPTV, ESPN, DISN, KPDX, TBS).

SATURDAY AFTERNOON SEPTEMBER 7, 2019. Table with 12 columns (12:00-5:30) and 12 rows (KATU, KOIN, DISC, KGW, KOPB, KPTV, ESPN, DISN, KPDX, TBS).

SATURDAY EVENING SEPTEMBER 7, 2019. Table with 12 columns (6:00-11:30) and 12 rows (KATU, KOIN, DISC, KGW, KOPB, KPTV, ESPN, DISN, KPDX, TBS).

SUNDAY MORNING SEPTEMBER 8, 2019. Table with 12 columns (6:00-11:30) and 12 rows (KATU, KOIN, DISC, KGW, KOPB, KPTV, ESPN, DISN, KPDX, TBS).

SUNDAY AFTERNOON SEPTEMBER 8, 2019. Table with 12 columns (12:00-5:30) and 12 rows (KATU, KOIN, DISC, KGW, KOPB, KPTV, ESPN, DISN, KPDX, TBS).

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Gable Road Project faces minor delays

CHRISTINE MENGES
chronicle2@countrymedia.net

The portion of the Gable Road Project currently under construction in front of St. Helens High School (SHHS) is slightly delayed, although expected to be completed by the end of the week, according to Columbia County Public Works Department Assistant Director Tristan Wood.

“We’re a little bit behind to be finished before school starts next week, but we’re doing everything we can to make that happen,” Wood said on Thursday, Aug. 29.

This week, traffic is open to two lanes after having been open to only one lane for a few weeks.

By the end of the first week of September, the project is expected to have completed installing sidewalks, driveway access and bike lanes on both sides of Gable Road, all the way up to the third entrance of the high school, although Wood said bike lanes will not be striped



Signs on Gable Road in front of St. Helens High School warn pedestrians and drivers about construction.

until April of next year, when the rest of the project is due to be completed. The overall purpose of the Gable Road improvement project is to increase safety for SHHS students, as well as to try to link neighborhoods together. “The retirement home had no wheelchair ac-

cess. The high school was isolated, and students were having to go out into lanes, crossing into traffic,” Wood said. “That just wasn’t acceptable to us. We partnered with the city to drastically improve pedestrian safety along Gable Road.” When the project is finished, high school students

will have direct sidewalk access to the shops in the area, and sidewalks will run the length of Gable Road from Highway 30 all the way to Avamere, an assisted living facility and retirement home. The work is not over the first week in September, however. The months-long

project is not expected to be completed until end of June of next year, slightly delayed from the initial April deadline.

When the portion of Gable Road is finalized in front of the high school, construction will continue on storm and sanitary sewer lines, as well as road widening all the way down the rest of Gable Road.

“We’re doing about as much work under the ground as we are above the ground,” Wood said.

Part of the reason for construction on storm and sewer lines is due to the increase in the surface area and to stop water from draining into residents’ yards. According to Wood, the widening of the roadway creates a larger impervious surface so water must be collected and treated before it goes into the storm system.

The project has faced a few delays.

“With the amount of rock we’ve hit, we’ve had to delay road closures,” Wood

said. To deal with road closures, Wood said the county will utilize traffic control once school has begun. They have two flaggers in front of the school this week, and they will have one flagger in front of the school beginning next week.

Wood said the project is expected to complete its final list of pavings in April, weather dependent, when the project was initially expected to be completed. However, Wood said, the bulk of the project should be completed no later than June, with some additional planting to be done in the fall.

The Gable Road Project is a \$3 million safety and access improvement project, funded in part by a grant from the Oregon Department of Transportation’s Enhance It Program. Columbia County and the City of St. Helens, partners in the project, have been working for more than a decade to acquire necessary funds for improvements.

Offbeat Oregon History: Haystack Rock was once a tempting target for daredevil climbers



An aerial view of Haystack Rock at Cannon Beach, as seen from the north.



Haystack Rock and The Needles, as seen from the beach south of the rock. Right around the middle of the rock, in this view, is the spot where a convenient little shelf of land once stood, which provided climbers with an easy place to start from; it was blasted away in October 1968 to discourage climbers.

Chief guest column by **FINN J.D. JOHN**

One could think of late June and early July of 1968 in Cannon Beach as the Summer of the Dead Baby Birds.

On June 28, at the height of the nesting season, a 23-year-old man from Portland had scrambled up the side of Haystack Rock, the iconic intertidal sometimes-island that towers nearly 200 feet over the beach and sea by Cannon Beach, and gotten stuck at the top.

It wasn’t common for people to climb the rock, but it wasn’t exactly unheard-of either. The problem was, it was a very difficult and dangerous climb, especially on the descent. So, only two kinds of climbers attempted it: Highly skilled mountaineers, who were up to its challenges; and rank amateurs, who were too ignorant and inexperienced to recognize how much more difficult it was going to be to get down than it would be to go up. Everyone else, noticing what a bag of snakes the descent would be, turned around at the base.

The result was that a significant percentage of climbers who tackled Haystack Rock ended up needing to be rescued with a helicopter. And the process of rescuing a stranded climber from the top of Haystack Rock with a helicopter was, to put it mildly, hard on the local wildlife.

The first climbers to tackle the rock, so far as is known, were three experienced German Alpine climb-

ers in 1929. In the mid-1930s, local lifeguard Earl Hardy took to climbing it somewhat regularly, actually going so far as to cut handholds in the rock with a hammer and cold chisel.

Others tried. Some failed. People got hurt. For the most part, locals figured it wasn’t a big deal. Most of them felt that if some daredevil idiot tried to climb the rock and got hurt, that was unfortunate; but society is not a nursery school, and government should not be in the business of deciding what people are allowed to do based on whether it thinks they are competent enough to not hurt themselves.

So the shows went on, and nothing much changed. That is, until 1953, when a number of aspirants took it on, and for the first time their failures caused substantial problems for others.

A trio of Portland climbers were the first to tackle it that season, apparently successfully. But then two other young men, Portlander Sherwood Willits and Iowan Jim Curtis, took the rock on with considerably less success. They got to the top and back down, all right, but on the descent found themselves stuck at the seaward end of the big rock, and it was high tide, and would be until the following morning.

Curtis solved this problem by jumping into the sea, intending to swim ashore through the breakers. He ended up stranded on one of The Needles, just south of the rock, and had to be rescued by a squad of three

Navy “frogmen,” who managed to get the poor fellow back to dry land; but by the time they got back to shore, rescuers and rescuee alike were badly bruised and cut by being dashed against the rocks.

Willits, rather sensibly, opted to resign himself to a miserable night on the rock and wait for the next morning’s low tide; but, luckily for him, someone had noticed all the nesting birds he’d disturbed, and the Coast Guard spotted him and rescued him with a helicopter.

Ah, the helicopter. Here we come to the core of the problem with climbing the rock, and the immediate cause of all the dead baby birds.

Helicopters, invented in the form we know today just before World War II and popularized just afterward, were still very new in 1953. Just five years before, this elevator-in-the-sky method of rescue had not been available to idiots who climbed dangerous rocks and didn’t think they could make it down. So, any idiots who did so ended up having to do the best they could, since there was no alternative.

Well, now there was. But the 1953 season made it clear that this wasn’t an unmitigated miracle.

Helicopters, of course, basically fly by hanging on a propeller. They have to continually push their weight in air, plus a little more, downward to stay aloft. In 1953, when the little bubble-canopy Bell 47 was the most common “copter,” that was already a good bit of air. By 1968, when the Coast

Guard was flying full-sized jet-turbine-powered Sikorsky HH-60s as its ambulances in the sky, it was an enormous amount.

So when young Richard O. Willis, standing atop Haystack Rock at the height of the nesting season in 1968, signaled his distress to the watching Beach Patrol, he was essentially summoning a hurricane to his rescue.

That hurricane soon arrived, in the form of U.S. Coast Guard Lt. Alexander Klimshuk’s rescue chopper.

“I went down slowly so the birds could get out of the way, but I wasn’t going to hover 100 feet above the rock just to save a ... cormorant,” Klimshuk told Portland Oregonian reporter Jim Kadera. “We are in sympathy with birds, or else we wouldn’t fly. We don’t like to disturb birds, but we aren’t going to tell a guy to climb off a rock by himself just to save birds. One human life is worth more to us than all the birds on the coast.”

And so Willis got his ride back to dry land ... and all over Haystack Rock and the surrounding sea and sand, hundreds of hatchling cormorants, tufted puffins, gulls, and other seabirds rained down out of the sky, blown out of their nests by the propwash. Local resident Jack Bentley told reporter Kadera more than 100 dead baby birds washed ashore the next day — and that’s just the ones that were found.

By the time this happened, Haystack Rock had, the previous year, been designated a bird sanctuary. There had been a certain

amount of controversy over this, locally, because it happened in the context of a noticeable clamping-down by authorities on what you might call freedom of beach use. There was a small but growing movement to exclude cars from the beach, for one thing (until 1985 it was legal to drive on the beach at Cannon Beach). The Beach Bill, passed the previous year, enjoyed widespread support, but those who opposed it mostly saw it in the context of a rolling-back of property rights.

The Department of the Interior hadn’t specified that nobody was allowed to enter the bird sanctuary — after all, birdwatchers were a big part of why there were bird sanctuaries, and if the birdwatchers couldn’t come watch birds, they might withdraw their support.

But there was definitely a sense that when the visitors’ activities disturbed the birds, that was crossing the line. And when the visitors caused an entire generation of baby chicks to wash up dead on the beach, that was more than most local residents were willing to tolerate for the sake of personal liberty. Fine, they thought; be an idiot, get yourself killed; but if in the process you make every other beach user miserable for several days and damage the local wildlife population, your idiocy is no longer just your problem.

Reading the local newspaper coverage of this cataclysmic rescue, it’s very clear that letting Willis go free without so much as a traffic ticket really stuck in

the craw of the local authorities. After picking him up from the top of the rock, Klimshuk basically took him straight to jail, where the authorities pondered whether they could charge him with anything. The conclusion was that they could not — he’d invaded a bird sanctuary, but that wasn’t against the law.

Not yet, it wasn’t.

So one week after the rescue, Haystack Rock was sporting a brand-new “Do Not Enter” sign. And when, less than a month after that, a Portland teenager scrambled to the top of the rock on a dare, he was greeted at the bottom with a nice big ticket, which the local cops were no doubt very pleased to present to him. Justice told the police he’d seen the sign — he’d practically had to step on it to climb the rock — but claimed not to have realized that “do not enter” also meant “do not enter and climb the rock.”

And a month or two after that, in October 1968, Oregon State University professor of pyrotechnics Ralph Reed was asked to blast away the ledge from which climbers started their attempts. This was done — although it took two tries. And the rock has been almost entirely unmolested since.

Today, it’s part of the Oregon Islands Wildlife Sanctuary — as are all the rocks and islands off the Oregon Coast, except for Tillamook Rock, site of the Tillamook Rock Lighthouse — and it’s illegal to set foot on them, or even to fly a drone within 2,000 feet of them.

Columbia County’s trusted local news source

Sports & Outdoors

Smallmouth bass on the Columbia

It's a great time to enjoy the outdoors with family and friends. Right now, smallmouth bass fishing should be good on the Columbia River, according to the Oregon Department of Fish and Wildlife (ODFW).

Smallmouth bass are golden green to bronze with dark vertical bars and blotches on the side. The upper jaw does not extend beyond the eye. In some locations, it has a red eye. Somewhat smaller than the largemouth, smallmouth bass in Oregon may reach 23-inches and exceed 7 pounds.

ODFW said Smallmouth bass are adapted to flowing waters and do well in warm streams with deep holes and rocky ledges. They also prefer lakes and reservoirs with rocky shorelines and limited vegetation. Adult smallmouth feed mostly on fish and crayfish. The following advice was provided by ODFW.

Much of what was written about largemouth bass also pertains to smallmouth. Like largemouths, smallmouth bass are less active and much harder to catch when the water temperature is below 50°F.

Smallmouth are more likely to be found where cover consists of rock rather than vegetation or sunken wood. The best places to look for them are near rocky points, boulders, ledges, or drop-offs. In the spring they move inshore in lakes and reservoirs and into the shallows of streams as the water warms, according to ODFW.

Spawning activity begins

when water temperatures reach about 58°F. As with largemouth, the male aggressively guards the nest and fry, making them easier to catch at this time. Other seasonal behavior is similar to that of largemouth bass, as are the angling techniques used to catch them, but because smallmouth are generally smaller, the lures used are also often smaller. Plastic grubs, crankbaits, and spinners are all effective.

"Smallies" are slightly smaller than largemouth bass (Oregon state record is a little under nine pounds), tend to hang out in schools, and prefer cooler, clearer water. Smallmouth bass are more often found in deeper lakes and reservoirs where water temperatures stay cooler, and in moving waters such as the Columbia,

Willamette, South Umpqua and John Day rivers.

When it comes to strength, fight and acrobatics, smallmouth bass are considered top tier, behind only steelhead and Atlantic salmon (really!). And although other fish might fight harder, few will put on as good a show as a leaping and diving largemouth bass.

Both largemouth and smallmouth bass are very opportunistic and can do well in a variety of lakes, ponds, reservoirs, rivers and sloughs.

Best bass fishing seasons

Pre-spawn typically begins in April when water temperatures are near 60 degrees. Fish tend to school up in shallow waters and feed heavily. This can be

the best time of year to catch big bruisers that normally inhabit the deepest waters. Once spawning ends, bass are not as aggressive and can be more difficult to catch.

Summer brings warmer water temperatures and the fish move into deeper, cooler waters. As long as water temperatures stay below 80 degrees, bass will remain feisty and receptive to a well-presented lure. While deeper water presentations are most effective during the day, anglers can tempt bass with surface lures during early morning and late evening when the sun is not directly on the water.

Late summer and early fall can trigger a burst of feeding activity with bass, who sense the coming cold weather. Next to the pre-spawn period, this can

be the best bass fishing of the year. Once a lake turns over and water temperature drops below 50 degrees, bass become lethargic and difficult to catch.

Techniques and equipment

Bass fishing techniques tend to be based on the kind of lure you're throwing.

Worms (and other plastics) – Perhaps the most popular and effective bass lures, rubber worms come in a variety of sizes and colors and can be fished using a variety of techniques. Bass will often hit a worm as it is dropping through the water. A very, very slow "dragging" retrieve along the bottom can entice inactive or non-receptive fish, while the use of a more animated curly-tailed worm can attract more active fish in warmer waters.

Crankbaits (aka diving plugs) – These lures got their name because they are designed to cast out and then "crank" back in. Hollow plastic or wooden lures designed to dive to varying depths, they come in a variety of shapes, colors and sizes to imitate bait fish.

Spinnerbaits – These were once called safety-pin lures because the shape of the wire framework resembles an open safety pin. These lures combine a lead head with one or more flashing spinner blades, a sharp hook and a rubber skirt to hide the hook. These are very versatile lures that can be fished year-round in almost any

conditions.

Jigs – Jigs are heavy, lead-headed lures with a single hook often masked with a rubber skirt, hair or other materials. Designed to ride hook side up, these are good lures to fish around wood and docks throughout the season.

Top-water lures – Available in a variety of sizes, shapes and colors to imitate frogs, mice, prey fish and other foods, these can be the most exciting lures to fish because you see the fish come to the surface of the water and take the lure in an aggressive, splashy take. Bass are sun shy, so fish top-water lures early or late in the day when the sun is off the water.

Swimbait – These are large (up to 8 inches) soft rubber or plastic lures with a jig head that resemble prey fish. Once used mostly during the pre-spawn season, these lures are becoming more popular among anglers targeting trophy bass throughout the year. These lures will not catch large numbers of fish (if you fish them exclusively be prepared for fishless days) but when they work they will catch trophy-sized fish.

Like many other kinds of fishing, bass rods and reels can be highly specialized depending on the type and size of the lure you will be casting. For the beginning bass angler, a good all-purpose rod to start with is a 6- to 6 1/2-foot bait casting or spinning rod, with medium action and rated for an 8- to 12-pound line and 1/4- to 3/4- ounce lure.

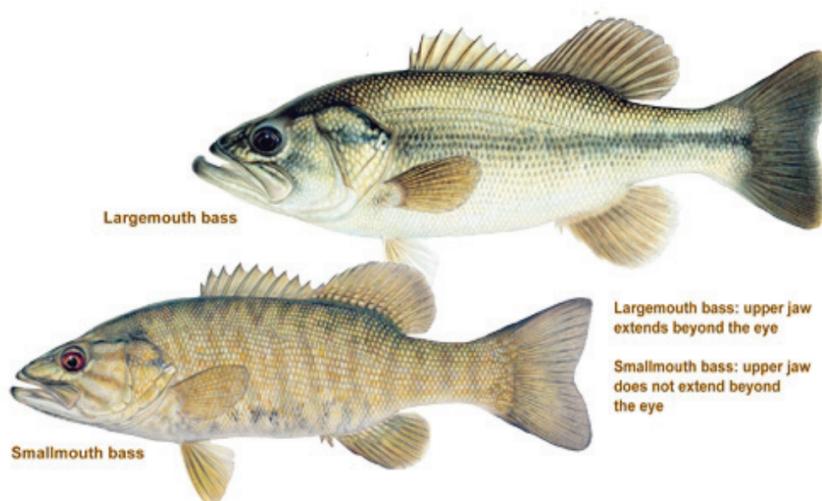


Photo: Oregon Department of Fish and Wildlife

Tearing up the track for Labor Day



Photos: Mike Weber

Vernonia's Ryan Potter (#10) competed in this Aug. 17 photo and took third place with his Dodge Neon in the Four Cylinder Division heat Sept. 1 at the speedway. Bob Berg (#0 green car) of St. Helens, competes in the Tuner Division.

MIKE WEBER

Chronicle Guest Column

The quartet of area race car drivers Dick Gaboury, Sean Fox, Joel Beehler and Terry King each notched Columbia County Racing Association (CCRA) main event wins in the Pape Machinery/Knife River sponsored Labor Day weekend races Aug. 31-Sept. 1 at River City Speedway in St. Helens.

Gaboury of Rainier, drove his Economy Auto Wrecking/Ram Light Truck Salvage sponsored 1992 Nissan Sentra and took the checkered flag to capture the Four Cylinder Division main event Aug. 31. Fox of Rainier, won the Sept. 1 Modified Division main. Beehler of St. Helens, won the Sept. 1 Street Stock main and King won the Street Stock main on Aug. 31.

Many other local competitors recorded prestigious top-five main event finishes as well, including St. Helens drivers Stephen Kaptur and

Bob Berg and Gary Kordosky of Scappoose. Kaptur, 43, the two-time defending Modified Division champion, recorded a fourth place main event finish Aug. 31 while driving the Malar Performance Engines sponsored open-wheel race car owned by "Papa" Don West of St. Helens. Vancouver's Don Jenner won the main, followed by Longview's Clyde White, Fox and Kaptur.

On Sunday, Fox took first place in the main, followed by runnerup Don Jenner, White, Matt Jenner, Dustin Asher, Kaptur, Devon Reed and Rudy Chappelle. For White, 51, it marked the seventh straight top-five Modified Division main event finish in his PNE Construction/Eric's Frame Repair sponsored race car. White leads the series point standings as he's seeking to win his first ever Modified Division championship. Kaptur is ranked a close second and is still in contention for a possible third straight title with two events remaining on the

14-race schedule.

The next race is Sept. 14, followed by the Sept. 21 CCRA championship season finale event. The 2019 championship race will be held Sept. 28 only if the Sept. 21 race is rained out.

Berg, the defending Tuner Division champion, recorded a fifth place main event finish Aug. 31 in his Cozy Lawn Maintenance/Eaton's Tire & Service Center 1997 Dodge Neon. Vancouver's Travis Koch was a three-time winner as he won the Tuner Division main, trophy dash and heat two on Aug. 31. Current division leader TJ Landis of West Linn took second, followed by Kelso's Joel Davis, Longview's Dan McDonald and Berg. McDonald won heat one.

McDonald won the Sept. 1 Tuner Division main in his Economy Auto Wrecking 2004 Nissan Sentra, followed by Cory Sweatman, Landis, Cody Scouler and Don Briggs to round out the top-five. Davis

and Sweatman each won heat races.

Kordosky recorded a season-best third place Sportsman Division main event finish in his Chevrolet Monte Carlo Aug. 31, trailing only runnerup Devon Reed and winner Dillon Solum. Reed of Woodland, won the trophy dash and he leads the series standings, while he's seeking a second straight Sportsman title. Solum and Bernie Lujan won heat races.

On Sunday, Solum was a two-time winner as he captured the main and heat one. Cory Hazen won heat two and was runnerup to Solum in the main. Dan Smith took third, followed by David Weaver, Samantha Packard, Andrew Short, Marty Wallace, Shane O'Hara and Will Temple.

Beehler, 26, drove the CLT Trucking/Hoyt Construction 1985 Chevy Malibu owned by Greg Brumbaugh of St. Helens to victory lane twice Aug. 31 as he won the Street Stock Division dash and heat

and then took second in the main to King. On Sept. 1, the two frontrunners were in the opposite position with King winning the main event in his Ross Diesel & Auto 1987 Buick Regal, while Beehler was runnerup. The two are in a close battle for the championship while separated by single digits in the point standings. The duo of co-drivers Beehler and Brumbaugh are seeking a third straight Street Stock Division title.

In the Dwarf Car Division, Ryan Martinez of Portland won the Aug. 31 main, followed by a quartet of local drivers. Shawn Dorie of St. Helens, took second, Jake VanOrtwick of Scappoose was third, Jake Tupper of St. Helens took fourth and James Brinster of St. Helens was fifth to round out the top-five. Martinez also won the Sept. 1 main, followed by Dorie, Tupper, VanOrtwick and Brinster for top-five finishers. VanOrtwick, Steven Schreiner, Dorie, Tupper, Josh Rodgers

and Dennis Liebig won heat races.

Joey Tanner of Portland and Jason Johnson of Gresham, won the Ray Potter Memorial Late Model Division main events. Tanner was a two-time winner as he won the heat and main Sept. 1. Johnson was a two-time winner as well as he won the heat and main event Aug. 31. Nathan Augustine and Willie Sutton also won heat races.

Tyler Sandstrom won the Sept. 1 Four Cylinder Division main followed by Sande Simmet, Trenton Brogan, Christopher Lee and Max Sanford. Simmet, Brogan, Sandstrom and Jim Potter won heat races. Scott Beaudoin won Saturday's Four Cylinder Division B main and Zach Dalrymple won Sunday's B main.

Vancouver's Zander Koch, 10, was simply unbeatable in Tracer Division (youth's age 10-17) events as he won the heat race and main event on Saturday and Sunday in his Dodge Neon.

Oregon FBI Tech Tuesday: Building a digital defense with #thinkbeforeyoupost

OREGON FBI

Chronicle Guest Column

This week: building a digital defense against hoax threats with the #ThinkBeforeYouPost campaign.

Your kids are headed back to school, and many of them are carrying a phone in their pocket when they do. That device – along with the laptops, tablets and gaming systems so many have – can become an integral part of who they are. Some students are so used

to sharing every thought online that sometimes they forget that what they do in the virtual world can have real-world consequences.

Imagine a student with a grievance. Maybe she's mad at a classmate. Maybe he didn't study for a test and thinks that causing a disruption at the school will get him out of taking it. It can be easy to say things you don't really mean – or post things that you don't really intend to follow through on.

This kind of online

behavior can and does happen all the time – but in the aftermath of mass casualty attacks, we often see an increase in hoax threats made to schools or other public places. The FBI takes these threats very seriously whether they come in the form of text messages, social media posts or emails. Law enforcement – whether the FBI or our local and state partners – will respond to each threat to determine which are real and which are hoaxes.

The FBI's #ThinkBeforeYouPost campaign is designed to help schools and parents educate students before they make a poor choice that could impact them for years to come. Please share with your kids and those in your community that making a threat is a federal crime. Those who post or send these threats can receive up to five years in federal prison, or they can face state or local charges.

In addition to the individ-

ual consequences a person may face, these threats have a serious impact on our community. They divert law enforcement resources from investigating other crimes, and they cost taxpayers a lot of money. For those targeted in a threat – the emotional distress can be severe.

So remember:

Don't ever post or send any hoax threats online.

If you are the target of an online threat, call your local

law enforcement immediately.

If you see a threat of violence posted online, contact local law enforcement or your local FBI office. You can also submit information online to the FBI at <https://tips.fbi.gov>

Don't share or forward a threat until law enforcement has a chance to investigate – this can spread misinformation and cause panic.

Remember – a hoax threat is no joke. #ThinkBeforeYouPost.

AHG Troop honors local heroes on Labor Day

American Heritage Girls Troop OR3130 spent their Labor Day showing appreciation and support for those in public service.

The Troop bought treats and delivered goodie baskets to members of St. Helens Police Department, Columbia River Fire & Rescue, Columbia County Sheriff's Office, Columbia 9-1-1 Communications District and Oregon State Police.

"Super fun day visiting first responders, our annual tradition" a social media post said. "They are always so willing to give us a few minutes of their time, even when it's a holiday and the resources are minimal."

Courtesy photos



SHPD



CRFR



OSP



CCSO

Keller Williams opens newly restored historic building



Christine Menges/The Chronicle



Christine Menges/The Chronicle

The team cuts the ribbon for the grand opening.

The team stands in front of their newly restored building.

CHRISTINE MENGES

chronicle2@countrymedia.net

In 1928 a building was constructed that housed a business that stood on the edge of Plaza Square in St. Helens, next to the historic Columbia County Courthouse.

It was named the Columbia County Abstract Company, a title company, and throughout the years, it has served mostly as a title company, with a few exceptions for different businesses.

91 years later, that building has been restored to its former glory because the Jane Garcia Team just completed a year-long renovation and historical restoration process for its Keller Williams Realty building. The team has its grand opening

for the building on Tuesday, Aug. 27.

Jennifer Pugsley, building owner and lead of the Keller Williams team with Jane Garcia, said the team bought the building last year as the then-computer store was moving out. Their initial plan was to rent the building, but after presenting the property owner with their plans for restoration, he was so impressed that he offered to just sell the team the building, Pugsley said.

Pugsley, a self-proclaimed history lover, said the inspiration for the project came from both her own love of history, and her hope to spark a trend in downtown St. Helens

"I'm just really hoping to start something, so that other building owners would do similar to what we've done,

and open new storefronts," Pugsley said.

Once the building was purchased, Pugsley got to work. She and her son gutted the inside and then did some research on what the outside may have looked like. They never found pictures of what the inside may have looked like, but they did find photographs on the outside of the building through the planning commission and their historic review committee.

The outside features hand-painted windows designed by a company in Portland. The signage on top that says "Real Estate" is hand carved out of three-karat gold leaf, which is how it would have been done in the 1920s.

Designing the façade was a three-week process. According to Pugsley, the mason that did the work on the

building was the same mason that did work on the city hall. The brick was restored, and a company came in and carved out all the grout between the brick and restored any broken bricks. They had to turn some bricks over and re-pointed the brick.

Pugsley said there are a lot of historical houses in St. Helens, houses that date from before the First World War.

As a real estate agent who is particularly interested in preserving these houses, Pugsley said she hopes her efforts trickle into that area as well.

"I hope to see preservation down here, and I hope to be a hub for the community, as far as the older homes," Pugsley said.

Pugsley said she was exactly the person to do the job, and the project is a good

representation of what she does in her work in general.

"I'm not the realtor you want to come to if you want to bulldoze houses and build a new subdivision," she said. "I'm the realtor you want to come to if you want to save a house."

Before working from this

new building, both Pugsley and Garcia were working with John L. Scott Agents, and the last four years they worked from their homes.

"We were so anxious to get open, so we could go back to being local agents. It's just nice to have a local spot," Pugsley said.

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The 108th All-Breed Dog Show of Longview-Kelso Kennel Club



Photo: Roberts Photos

This Dalmatian was selected for Group First at the dog show.



Photo: Roberts Photos

This dog was selected for Best Junior in Show at the dog show.

This past weekend the 108th All-Breed Dog Show of the Longview-Kelso Kennel Club was held at the Columbia County Fairgrounds. A red Doberman Pinscher was selected as

Best in Show on Sept. 1 by Judge David Kirkland of Sanford, North Carolina, and was also selected for the same title on Saturday, Aug. 31 by Judge Lewis Bayne, from Canby, Oregon.

There were 724 dogs in the competition, representing 127 different breeds. Saturday and Sunday shows and obedience/rally trials were held at the Columbia County Fairgrounds.

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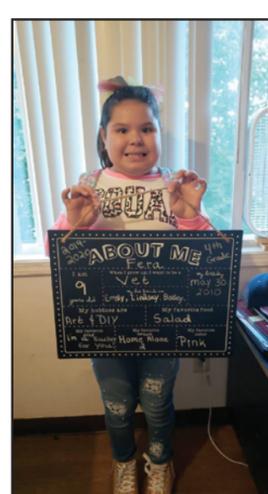
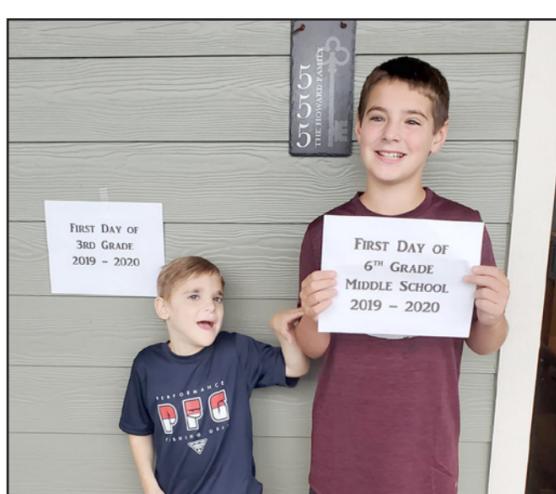
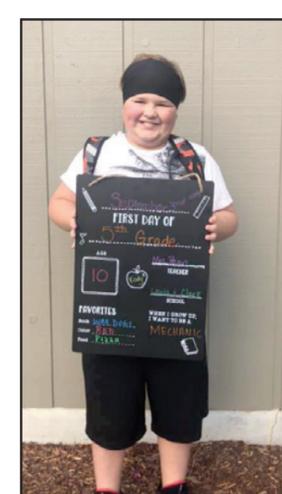
The Rainier OR Historical Museum will be showing the movie "Gods County and the Woman" in the Chamber room at Rainier City Hall on Saturday, Sept. 7th. Free Admission

The first showing is at 11 a.m. with a second showing at 1 p.m. The movie will show scenes of the Prescott Clark & Wilson mill, Spirit Lake/Mt. St. Helens, Toutle River and Cathlamet WA.

Let Us Know What YOU Think!
EMAIL YOUR LETTERS TO: CHRONICLENEWS@COUNTRYMEDIA.NET

Upstairs in the museum from 11 – 4 p.m. will be presentations on the Benson cigar rafts and history of the local mills and logging. It will include the history of the Yeon-Pelton logging incline and the history of Prescott.

SHOWCASE: STUDENTS HEAD BACK TO SCHOOL



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