

HORSE: Focus now is making sure the horse gets veterinary care

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side of the state for the holidays, he said, and has been suffering ailments that kept him from being able to return.

Keeling said he arranged for someone to take the last three horses, but they left Mae because of the gimpy leg. And while he has been away, he said he entrusted a friend to look after Mae, but the friend "disappeared off the face of the earth."

Keeling said he had another friend check the pasture, and he claimed he did not see Mae. Keeling said he figured someone ended up taking the horse.

"I feel just horrible for what has happened," he said.

And he said he was working on getting Mae to a new home but would not identify where that home is or who would care for it. Cindy Mader said she spoke to Keeling on Friday and again Tuesday, and he agreed to let her take the horse and care for it on her land.

"Everybody in Milton-Freewater wants this taken care of," she said.

Keeling said Mae's hoof has been misshapen since suffering an injury while young. The hoof has been a constant problem to keep healthy, he said, but a veterinarian in December or January checked Mae, gave her some penicillin and reported she was not in pain.

Mader said she found the horse Friday and saw it has a serious, oozing infection that has caused the whole leg to swell. She said the horse walks with a limp.

Mader said she would pay for her veterinarian to assess the horse and even

euthanize it if that is the only option, but her aim is to rehabilitate the horse.

Scott Beckstead is the Oregon Senior State Director for The Humane Society of the United States. He said he saw photos of the horse's foot on Facebook a few days before the EO's story broke, and thinks the animal must be in pain.

"My thought is, if the problem is being addressed and the horse is getting the care it needs, then great," he said. "But at the very least it is animal neglect."

He said under Oregon law, failure to provide necessary veterinarian care is classified as criminal animal neglect. He said in some parts of Oregon, the horse's owner would be on a fast track to court.

"If this was a dog with a bad back foot like that," he said, "I don't think there would be any question."

Sheriff Terry Rowan said it took some time to track down Keeling in Portland as well as the owner of the pasture, and the focus now is making sure the horse receives veterinary care. He said the sheriff's office tries to work with animal owners to take care of these kinds of problems and to help ensure they don't happen again.

"For all we know, that horse might be under veterinary care since day one," he said. "We just don't know that for a fact."

Once the sheriff's office confirms the horse is receiving care, he said a criminal investigation into first-degree animal neglect will commence.

Contact Phil Wright at pwright@eastoregonian.com or 541-966-0833.

STATUE: Approved \$5,000 donation for McClintock bronze

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his empathy to the Sundown descendant's who were offended by the decorations.

"I think about if there was a bronze of my father, my grandfather, would I want that happening?" he said. "And quite frankly, I would not."

J.J. Bell, one of the organizers of the petition, said he expected he and the other petitioners would have to fight the council to approve the ban.

Bell said he was grateful for the council's understanding and was proud to call Pendleton his hometown.

In other statue news, the council also approved a \$5,000 donation from Union Pacific Railroad Co. for the Kathleen McClintock bronze.

Contact Antonio Sierra at asierra@eastoregonian.com or 541-966-0836.

MARIJUANA: Council can't revise ordinance outside of a public hearing

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ters for marijuana grows before he votes for the ordinance. He also didn't want to include recreational marijuana sales in the ordinance because they could be rendered moot by forthcoming rules from the Oregon Liquor Control Commission, which aren't expected to go into effect until next year.

City Manager Robb Corbett said he would make city staff available to address the council's concerns.

City planner Evan MacKenzie warned the council, however, that they couldn't revise the ordinance outside of a public hearing at an open meeting.

Although a city moratorium on medical marijuana dispensaries expires May 1, Wood said he was comfortable deliberating past the deadline to craft the right ordinance.

If the council doesn't pass an ordinance before the expiration date, Wood said the city could deny any dispensary applications because they would be in violation of federal law.

Councilman Al Plute criticized the city for not working on a set of rules early in the year-long moratorium, instead waiting until the eve of the deadline to seriously discuss the issue.

Mayor Phillip Houk responded there wasn't enough regulatory framework from the state to create local laws during most of the temporary ban.

The next city council meeting is scheduled for April 21.

One action the council did take was approving a 1.3 percent raise for Corbett.

After meeting behind closed doors to evaluate Corbett, the council reconvened to approve the raise by a 6-2 vote, with Plute and councilman Tom Young voting against.

Before the vote, Houk praised Corbett for his hard work and ethical integrity.

"Note that there are a lot of areas that we can improve and continue to improve upon," said Houk.

Corbett, who's served as city manager since 2011, will see his annual salary boosted from \$119,025 to \$120,572.



EO Media Group Photo by Joshua Bessex

Ships wait in the Columbia River near Astoria on Feb. 11 due to port shutdowns upriver.

PORT: Terminal 6 filling less than 100 jobs, down from 500 before Hanjin left

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potatoes. Processing plants, such as Lamb Weston at the Port of Morrow, also export packaged foods in containers.

Kim B. Puzey, who serves as general manager at the Port of Umatilla and president of the Pacific Northwest Waterways Association, said there used to be as many as 12 carriers in Portland 15 years ago, which was enough for a weekly barge call in Umatilla.

Now, the port calls on only a few barges per year, Puzey said. And while the decade-long downturn in volume is not due entirely to labor disputes, he said it has been exacerbated by them.

"There is now, for all intents and purposes, no carrier service left at Oregon's ocean port," Puzey said.

Puzey said he has spo-

ken to agricultural producers who can no longer afford to export their products now that the river system has been effectively taken out of the equation.

In a previous interview with the *East Oregonian*, Craig Reeder, vice president of Hale Farms, said companies could face long-term impacts as well by straining their relationships with customers.

"A lot of times when you lose business like this, it's not like you can pick up the ball and run with it again," Reeder said.

Elvis Ganda, chief executive of ICTSI Oregon, which took over container-terminal operations in 2010, said he is working to attract new lines to the port. But years of labor slowdowns at the docks has made Portland a hard sell — on top of the 100-mile-inland port's existing challenge of

only being able to accommodate vessels that can fit through the Columbia River channel.

Ganda blames the dockworkers for intentionally sabotaging the port because of a grudge against ICTSI Oregon -- to the point of making the terminal unattractive for shipping lines.

"While ICTSI Oregon will continue efforts to attract new customers, no carrier will want to make a long-term commitment to the terminal so long as (International Longshore and Warehouse Union) workers delay cargo and vessels as a strong-arm tactic to get what they want," Ganda said. "We hold the ILWU fully accountable for its actions; therefore, it is imperative that the ILWU leadership in San Francisco publicly commit that its efforts to interfere with productivity in Portland

are over."

A spokeswoman for the ILWU said Hapag-Lloyd's decision is not a surprise. The union, usually through the headquarters in San Francisco, has accused ICTSI Oregon of poor management practices.

Even though Ganda estimates that Terminal 6 is filling less than 100 jobs each week, down from 550 when Hanjin and Hapag-Lloyd were still calling, union spokeswoman Jennifer Sargent downplayed the impact to workers.

"Terminal 6 is just one of eleven export terminals in Portland. Longshoremen work at the other ten terminals and enjoy positive relations with the terminal operators."

George Plaven of the *East Oregonian* contributed to this story.

OWL: Review of the bird set to be finished by Sept. 2017

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4,000. The bird's status was last reviewed in 2011, when Fish and Wildlife felt it still warranted protection as a threatened species. The agency typically reviews the status of protected species every five years. This review was brought on by a petition from the conservation group Environmental Protection Information Center in Arcata, California. The review is set to be finished by September, 2017.

In addition to protecting and promoting old growth forest habitat for the owl, the agency is conducting an experiment to see if killing barred owls in selected areas in the three states will allow spotted owls to move back into their old habitat. Some barred owls have been killed in Northern

California on private timberland and the reservation of the Hoopa Valley Tribe. After surveys for spotted owls and barred owls are finished, killing barred owls is to begin this fall in Oregon and Washington. The experiment should be finished in three years.

An endangered listing would change little on the ground, Henson said. Habitat protections and prohibitions against killing owls would remain the same. No more money would be available for restoration. One difference is that Fish and Wildlife would lose the use of the 4(d) rule, which gives the agency some flexibility to relax protections on threatened species if protections are harmful to people. There are currently no 4(d) rule actions in place on the spotted owl.

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Featured Speaker
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