

New Sewer Problems Delay Hookup For Riverview Area Residents

Sewer problems in the East Vernonia Sewer District led the topics for Monday night's city council meeting which was presided over by Mayor Sherman Fisher. Also present at the session were councilmembers Tomlin, Banta, Miller and Atkins, attorney Alan Coon and recorder Wm. Nelson.

The minutes of the previous meeting were read and corrected to read, "Atkins moved, Miller second to let suit on charter go by default. By voice vote, Banta, no; Tomlin, no; Miller, yes; Atkins, yes; Fisher, no. Two yeas, three nays. Motion defeated." "Miller moved, Tomlin second to send in 17 water meters for repair. Motion carried."

Following the correcting of minutes business from the floor was taken up. First to speak was Mrs. Stith who requested that something be done about the water problems and draining in the Riverview area. At present she is unable to get to her house, she stated. Mrs. Stith was told that they are working on the problem of a broken storm drain and hope to have it corrected by Thanksgiving.

According to comments the drainage situation is complicated by the vast volume of rain that has fallen the past two weeks and there are some problems on the sewer line itself.

Zen Dutton of Robert E. Meyer Engineering suggested that if the work on the drainage problem was not completed by Thanksgiving the city employ another contractor and bill North American for the work.

Banta then moved with Tomlin seconding that Meyer Engineering employ another contractor to finish the drainage problem in the Riverview area in the event that North American Contractors fail to finish the work by Thanksgiving, November 22; the cost to be deducted from North American's contract. The motion carried.

Mention was also made that no one can hookup to the sewer as yet and the situation is getting desperate. Problem seems to be heavy rains causing flooding,

leaking in the lines themselves and settlement due to an adverse grade on installation.

Following the sewer problem discussion, attorney Coon informed the council of the status of the demand against the city for \$2,000,000.

A \$2 million damage suit was filed in District Court Tuesday, according to reports, charging two Vernonia men, one a police officer, the other a reserve officer of the Vernonia Police Force with negligence in a high speed automobile chase that resulted in a one-car accident December 2, 1972. Also named defendants were the driver of the car in which the injured party was riding. The suit charges the police officers and their employer, the City of Vernonia, with negligence, and Jacob, driver of the vehicle, with gross negligence.

There was then a lengthy discussion on the status of the city charter and problems inherent to it. It was agreed to schedule meetings with the planning commission to study the new charter with Mayor Fisher to set up the schedule.

Coon commented that he wished some of the public would put a little in-pot into the charter discussions especially those who were against it.

Committee reports were then given by Lucille Tomlin as police commissioner and Fisher reading the public works report for the month.

Next on the agenda were communications including letters from Joe and Marie Biesiot and Charles E. Stith on flooding and damages to property in the Riverview area.

This was followed with a letter from Attorney George VanNatta requesting the name of the bonding company for North American Contractors then two letters from Robert E. Meyer Engineering to North American were

read, both on work still to be completed on sewer and damages in the Riverview area before job can be finalized.

The recorder then read a letter from Attorney Alan Coon to Mark W. Parker, Claims Manager of Hartford Insurance Co. regarding information requested by Attorney Shulte who is handling the claim of Steve Conover who was injured in the accident that occurred December 2, 1972.

A letter from the Oregon Highway Division on a traffic light on Highway 47 at Texas Avenue was read followed by one from CCOG informing the council of a change in the meeting date.

Under unfinished business it was decided to have another Public Hearing on the Zoning Ordinance on December 12.

The council voted to instruct city employees to conserve energy wherever possible.

Price of crushed rock was discussed with Roy Sanders to investigate the cost of hauling rock.

Following payment of the bills the meeting was adjourned at 10:15 p.m. with the next meeting scheduled for December 3 at 8 p.m. in the city hall.

Fuel Product Plant Planned For Rainier

Plans to construct a small fuel processing plant on the Columbia River at Rainier, Oregon, were revealed this week by the Port of St. Helens.

The new facility will be built and operated by Cascade Energy Inc., an Oregon Corporation, and will process 15,000 barrels of crude oil per day. Products of the plant will include several grades of fuel oil for the energy-short Pacific Northwest, and gasoline for independent dealers.

The plant will be located just downstream from the Longview Bridge on an 85-acre site being developed by the Port of St. Helens, according to Raymond Steward, President.

Waldemar Seton, Portland Consulting Engineer, retained by Cascade Energy as product manager, reported that Environmental Discipline Inc., of Portland has been selected to act as consultant in environmental matters.

"All appropriate facilities and safeguards will be included in the plant design and operating procedures in order to insure environmental standards will be met and that the plant will be an unqualified asset to the state and community," according to Seton.

Cascade Energy has been formed by Caribou Four Corners, Flying J Oil Co., and Gasomatic Systems Inc. Caribou Four Corners Inc. operates refining facilities in Utah, New Mexico, Wyoming and Montana.

NOTICE

Due to the urgency of the fuel energy crisis, the US Postal Service requests that the suggested mailing dates for delivery by Christmas of parcels and cards, be revised upward by approximately one week, Postmaster Thomas Tomlin reports. Surface parcels (48 states) should be mailed by December 3; surface letters and cards (48 states) by December 8. Surface parcels and cards to Alaska and Hawaii by November 23 and December 8 respectively while domestic airmail should be deposited by December 14.

International and Overseas Military Mail should be deposited as soon as possible as the revised mailing dates for most categories of such mail have already passed, Postmaster Tomlin added.

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Board Chooses Vernonia Man

The Columbia County Board of Commissioners has announced the appointment of Edward Forbes of Vernonia to the Camp Wilkerson Advisory Committee representing the schools of Columbia County. Forbes replaces Jack Blair, superintendent of Scappoose School District 1J who was unable to continue on the advisory committee due to the pressure of other duties.

The committee is made up of representatives of five youth groups: Boy Scouts, Girl Scouts, 4-H, churches and schools. At monthly meetings the operation of Camp Wilkerson is discussed as well as the long range plans for the facility.

Forbes was chosen to replace Blair because of his strong interest in the camp and his leadership in Outdoor Education in Columbia County as well as his role as an educator in the county. He is the principal of Washington Grade School, Vernonia School District 47.

"Residents of the county, who wish to express their opinions about the use of the Camp Wilkerson facilities, particularly regarding school children can contact me," said Forbes, adding "I will be glad to listen to and study their ideas."

Federal Grant Offers Student Financial Aid

A new federal program of student financial aid—the Basic Educational Opportunity Grant Program—which was authorized by the Education Amendments of 1972 and signed into law in June of 1972, is available to those students who plan to continue their education following high school.

The program provides for the payment of Basic Grant awards to students attending eligible institutions which include both junior, state and private colleges, and nursing, vocational and technical schools.

The maximum grant eligibility for each student is \$1400 less the amount the student and his family can be expected to contribute toward the student's education.

For the initial year of the program operation—1973-74—a student must be beginning his post-secondary education after July 1, 1973. The maximum grant eligibility assumes the federal appropriation of money is large enough to pay every eligible student his maximum award. This year the awards are reduced according to a schedule as the appropriation is not large enough. The average award is \$250, with a minimum of \$50 and a maximum of \$452.

Applications are still available from the Vernonia High School Counseling office and may be used by anyone planning on entering the post-high school institution prior to May 31, 1974; however, application must be made prior to February 1, 1974. This applies to any person entering a post-high institution for the first time after July 1, 1973. Application processing time takes from two to four weeks; therefore applicants should allow ample time to complete and submit the forms prior to their registration period.

There is no fee for submitting the application. The student receives a Family Contribution Analysis Report which states family contribution. This document can be submitted to the eligible school that the student has chosen to attend. The school will then notify the student of the amount of his Basic Grant.

Suspensions On Increase

More than 5,800 Oregonians lost their driving privileges in October, bringing to 47,017 the number of drivers who have had their licenses suspended so far this year, according to Chester W. Ott, Administrator of the Oregon Motor Vehicles Division.

The year-to-date figure represents a 15 percent increase in suspension the same period last year.

Of the 5,875 drivers suspended in October, 20 percent were convicted of driving while intoxicated. As of October 31, a total of 10,913 drivers had received mandatory license suspensions during the year for convictions of driving under the influence of alcohol.

Over 73 percent of the drivers convicted of driving while intoxicated received their first conviction. Another 220 were convicted for a second time on this charge and 93 received third or subsequent convictions.

Visitation Set For VHS November 28

Vernonia High School will host a visitation by a representative from the Oregon State System of Higher Education on Wednesday, November 28 at 1 p.m., conducted by Kathy Miller.

Unique throughout the United States is a visitation by a representative or representatives of the Oregon State System of Higher Education to every high school in the state. The team impresses upon secondary students the need for some type of education or training beyond high school.

The visitation supplements the guidance program of Vernonia High School Students will be given.

The visitation supplements the guidance program of Vernonia High School. Students will be given first hand information about course offerings, admission requirements, housing costs to attend, financial aids and scholarships and other information pertinent to planning for the college experience.

Parents are invited to attend the visitation and are urged to discuss post high school plans with their sons and daughters before and after the conference. Members of the press are invited to attend.

Goodwill Due

Mrs. Cora Lange, local representative of Goodwill Industries has announced that the Goodwill truck will be in the Vernonia area Wednesday, November 28, unless otherwise notified.

The Goodwill Industries provide work for the handicapped and training so they can be self-supporting. By giving repairable goods to Goodwill Industries residents can help in the project but, according to Goodwill Industries, there has been an increasing amount of certain goods that must be either burned or dumped, both of which represent a cost that cuts into the number of handicapped persons that can be helped.

Therefore Goodwill is asking the public to dispose of the following items, regardless of condition in some other way than by giving them to Goodwill.

1. Water heaters
 2. Newspapers
 3. Venetian blinds - either wood or metal
 4. Used lumber
 5. Law books
 6. Large lots of textbooks (a few mixed with other books can be used but not large lots from schools, etc.)
- Other items that usually cost more for hauling and handling than they bring, which Goodwill would rather not receive are:
1. Badly damaged overstuffed furniture
 2. Radio and TV's - broken cabinets, stripped tubes, etc. Costly to repair.
 3. Major electric appliances - stripped of motors, rusted or broken (refrigerators, washing machines, dryers, etc.)
- Patrons are reminded that shopping Goodwill provides for the wages and operational costs and pays for the rehabilitation program.

OEO Petitions For Meeting

Leaders of programs developed through the Office of Economic Opportunity in Region X — Alaska, Washington, Idaho and Oregon—presently are obtaining signatures to petition a meeting with all Congressional Legislators in the four-state area. Purpose of such meeting, scheduled Jan. 4 in Seattle if the petition is successful, is for social service leaders to communicate their concerns directly to Region X Senators and Representatives.

Consensus for the petition drive came from the Citizen Participation Workshop at OEO's recent Region X Conference, held in Seattle. Committee for Progress Through Law, a low-income people's lobbying and government participation group, was designated to coordinate gathering of 75,000 signatures of registered voters throughout Oregon by Dec. 15.

Carl Woods of Milwaukie, state chairman of CPL, attended the Seattle conference. "It was a consensus of the group," Woods stated, "that we needed to have a groundswell of people at the grassroots level asking our congressmen to save OEO, Community Action Agencies and federal funding for social service programs."

Further information is available from HELP, 351 Columbia Blvd. St. Helens, Oregon 97051, Co 9882 (toll free).

Building Official Outlines Mobile Home Regulations

"Many inquiries are and have been made to the Columbia County Building department about County Rules and Regulations pertaining to mobile homes." Says Ronald W. Eshelby, Building Official. Much of the concern deals with permits, tie-downs and zoning he added, outlining the building ordinance in relation to mobile homes.

The Columbia County Building Ordinance, enforced since August 1972, adopts the Uniform Building Code, 1970 Edition, and amends the definition of building and structure in the code to include mobile homes. The Oregon State Department of Commerce regulates the construction of the mobile home coach. Oregon State Law stipulates that no city, county or other governmental agency may restrict greater than state regulation. The critical point here is the state law refers only to the coach itself and does not pertain to location and method of setting it up. This is left to the individual jurisdiction to regulate. Therefore, by County Ordinance, mobile homes are to be set up and secured pursuant to the Uniform Building Code.

The Building Department, as a policy, is using the criteria and methods contained in a brochure entitled "Protecting Mobile Homes From High Winds" prepared by the Department of Defense, Defense Civil Preparedness Agency, as a guide. Basic specification for setting up are the following:

- 1) The area on which the coach is to be set is level.
- 2) The method of securing (tie-downs) is accurately located.
- 3) The coach is set up on concrete blocks to a height not exceeding two feet above grade and spaced no more than 8 feet apart; (a) Blocks to be mortared together, (b) Cells of hollow blocks filled and reinforced; (c) Final leveling with shims.
- 4) Secure coach.
- 5) Connect to water and sewage.
- 6) Call Building Department for inspection.

Zoning Regulations for the placing of mobile homes-The Columbia County Zoning Ordinance allows mobile homes on

Gas Retailers Must Display New Stickers

Because of recent changes in the Cost of Living Council's Phase IV petroleum regulations, all gasoline and diesel fuel retailers in Oregon must obtain new ceiling price stickers for each pump or grade of petroleum sold, Ralph Short, District Director of Internal Revenue for Oregon has announced.

The new stickers were to be posted on pumps, by 11:59 p.m. November 21, 1973.

New stickers (CLC-GAS-9004) and instruction-computation forms (CLC-GAS-9004A) may be picked up at the following IRS offices:

Portland, 319 S.W. Pine, 8 a.m.-4:45 p.m., 221-3265; Salem, 595 Cottage, 8 a.m.-4:45 p.m., 581-8720; Eugene, 1471 Pearl Street, 8 a.m.-4:45 p.m., 342-8206; Medford, 333 W. Eighth Street, 8 a.m.-4:45 p.m., 779-3375.

Written requests for stickers may be made. For people not residing in Portland, Salem, Eugene or Medford, toll free telephone service is available using 1-800-452-1980. Retailers who call or write for stickers should specify how many they will be needing.

The new stickers should be posted on each pump in a prominent position where it can be easily seen by the customer. The old stickers should then be removed. If more than one grade of gas is sold from a pump, a separate sticker must be posted for each grade. Stickers must contain the new ceiling price and the minimum octane of the gasoline.

Under revised Cost of Living Council rules, effective November 1, gasoline and diesel fuel retailers are permitted to increase their May 15, 1973, selling price to reflect, on a dollar-for-dollar pass-through basis, their increased petroleum costs. This can be done no more than once a month. Whenever an adjustment is made to the maximum permissible price, each retailer must adjust his posted price.

On the reverse side of the posting instruction sheet is a form which dealers must use to compute their ceiling prices, Mr. Short said. This sheet, like those previously used, must be retained at service stations for IRS inspection to determine compliance with the new regulations.

individual lots outright, subject to sitting regulations, when combined with any residential zoning district. For example, if an area is zoned RS (Rural Suburban) and it is considered to be a proper area for mobile homes, (the zoning designation becomes RS-T (Rural Suburban Mobile Home District). This means that all kinds of residential uses are allowed outright, including mobile homes.

The decision whether or not to allow mobile homes outright is strictly up to the residents of a particular area. If they feel that this is an appropriate way for their community to develop, the Planning Commission would have no objection. As zoning is initiated, the "T" designation can be added to any residential zone. After zoning is in effect, it requires a minimum of twenty (20) contiguous acres under one ownership, before a mobile home is allowed. What it does mean is that the area in question must be large enough to justify a zone change.

"I sincerely hope this information clarifies any question pertaining to county regulations and mobile homes," Eshelby concluded. Contact the Planning Office at 397-1501 or the Building and Sanitation Office at 397-2262 for additional information.

Energy Crisis Week Slated December 3-7

A step ahead of the national energy crisis concern, Oregon's State Department of Education is preparing materials and coordinating educational activities for Energy Crisis Week in Oregon Dec. 3-7.

Energy Crisis Week was announced less than two weeks ago by Gov. Tom McCall and State Supt. of Public Instruction, Dale Parnell. They agreed that a broad discussion of energy problems to increase public understanding could result in more long-range energy savings by individuals and families than a proposed Christmas vacation school closure.

Special activities are being planned in Oregon elementary and secondary schools and community colleges. In addition, each of the 13 community colleges is coordinating a speakers bureau for its region.

The Dept. of Education will mail Monday a special Energy Crisis issue of Edu-Gram, a newspaper sent regularly to Oregon educators. A resource packet of materials is being prepared and will be mailed later in the month.

The special four-page tabloid newspaper contains brief teaching tips for Energy Crisis Week for primary, intermediate, junior high, high school and community college levels. A checklist for home conservation that students can take to their parents is included. A survey of what some Oregon schools are doing to reduce their own energy use is covered in another article.

The resource packet of materials will include a 50-page handbook entitled Ideas for Energy Crisis Week, a briefer booklet, Teaching Ideas for Energy Conservation, and a wall chart of Oregon's energy perspective. It is expected that the packet will be mailed to school district superintendents, elementary and secondary principals and community college presidents about Nov. 23.

The community colleges are compiling lists of speakers knowledgeable on the energy crisis. These lists are available to local schools and the general public.

The Toastmasters, through Bob Bales of Portland, district 7 governor, have agreed to participate as speakers for Energy Crisis Week. Local Toastmasters Clubs will list their speakers with the community colleges in each region.

Other speakers, some from energy-related industries and others from science, education and consumer affairs, will be on tap to speak in schools as well as before fraternal and community groups.



Hitch Hiking Grandma Likes Truck Travel

"Hitch Hiking Grandma" is the new name Laura Carmichael has acquired from her family and close friends.

An hour after hearing Bob and Betty Curl were going through Denver, Colorado on a run to Boston, Mrs. Carmichael was packed and loaded into the big Mayflower van and on her way.

The trip started about 5:30 Saturday evening with a stop on the other side of Portland for dinner then driving until approximately 4 a.m. before they stopped to rest.

Sunday morning it was on to Ontario for Mass at a local Catholic Church. The Continental Divide in Wyoming was where they rested that night. It was snowing and very cold, Mrs. Carmichael commented. From there it was on into Little America, a stop over for the big trucks in Wyoming, it has more service stations than any place in the United States. While Bob caught 40 winks, Mrs. Carmichael and Betty browsed and shopped, then it was back on the road, arriving in Denver about 6:30 where Mrs. Carmichael was met by her son John. Betty flew back to Portland from there while Bob continued on to Boston.

"The trip was wonderful and I liked it very much. I'll go again if I get the chance," smiled Grandma Carmichael. "I had a little trouble getting into the big truck and needed a boost some time and I couldn't get out as fast as the youngsters," she added, laughing.

After spending two weeks with her son John Carmichael and family, Mrs. Carmichael returned home by plane.

State Adopts 55 MPH Rule

Following the action of the Oregon Transportation Commission, the State Speed Control Board has adopted a temporary rule providing that the designated speed on city streets, including freeways, on the State Highway System shall be 55 miles per hour.

The rule was adopted for the safety of the motoring public after studies conducted by the Highway Division and State Police indicated that many motorists were voluntarily driving slower in response to President Nixon's plea to conserve fuel.

The temporary rule adopted follows:

"Pursuant to the authority granted to the State Speed Control Board under ORS 483.108 all prior speed resolutions or rules, or portions thereof, adopted by the State Speed Control Board authorizing speeds in excess of 55 miles per hour are hereby rescinded. The designated speed for all vehicles traveling on city streets which form part of the State Highway System shall not be in excess of 55 miles per hour. This temporary rule will be reviewed by the Board 90 days after it becomes effective in all of the cities involved."

The rule must be submitted to the 36 cities involved for their approval before the areas can be posted. Each city will have 30 days in which to act on adoption of the rule. It is hoped that the cities will act faster than the 30-day limit and as each city approves the rule, the Highway Division will sign the section and the rule will be effective in that area.



THE "Hitch Hiking Grandma", Mrs. Laura Carmichael demonstrates her style of riding after returning from a trip to Colorado by plane. The trip down was in Bob Curl's Mayflower truck, after she hitched a ride with him as he and wife, Betty, headed out for Boston.