

Columbia River Gillnetter

Columbia River Fishermen's Protective Union

Fall 1999 / Vol. 30, No. 2



Left to Right: Dan Theil, Sen. Mark Hatfield, William Holinstrom, Astoria Mayor Harry Steinbock

The year 1964 - October 20th -- The big caravan touring the State of Oregon in opposition to Initiative 4 put on the ballot by sport fishermen to close the Columbia River to commercial fishing. They lost 2.5 to 1. The lopsided defeat of the proposed commercial fishing ban was a victory for Astoria-area residents who staged during the campaign an "invasion" of the Willamette Valley asking voters not to kill off a paying industry. This year 1999 - The sport fishermen in the State of Washington tried the same thing through Initiative I-696 and lost decisively.

See also story on page 38



Sally the Salmon Says...

In 1941 the Corps of Engineers built Coulee Dam without fish ladders. As a result 40% of my spawning ground was wiped out forever. Now the politicians and the Corps of Engineers plan on dredging my Columbia River for 2 years to deepen it by 3 feet more so larger ships can make it to the Port of Portland, Oregon, so they may prosper at my expense. A deep water port at Astoria, Oregon could be built at half the cost and not damage the fish and the environment. The water is 80 feet deep off Tongue Point at Astoria, Oregon.

Task force takes channel-deepening to task

By MARK HINES, Of The Daily Astorian

Environmental analysts representing governments on the Lower Columbia River would like to blast a plan to deepen the river channel right out of the water. The plan by the U.S. Army Corps of Engineers to deepen the channel by three feet from the river mouth to the Port of Portland would harm threatened and endangered fish species, stir up contaminated sediments, reduce water quality and cause erosion and other problems, according to the Columbia River Estuary Study Taskforce.

The project is vulnerable to legal attacks because it violates a number of federal laws, including the National Environmental Policy Act, Clean Water Act, Coastal Zone Management Act and the Endangered Species Act, CREST staffers said.

CREST members, representing a net

Delay is newest option on breaching dams

Waiting for more data before deciding on four Snake River dams is a possibility despite a promise for a decision this year. The National Marine Fisheries Service, which had promised to recommend by this spring whether to breach four federal dams on the lower Snake River for salmon, is now considering a third option: delay. Federal officials said that they are weighing the possibility of waiting to recommend until more scientific information was available.

continues on page 4



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Editorial

*Commercial Gillnet Seasons
Designed by Fisheries Departments
Oregon and Washington
TO NOT CATCH FISH!*

***The poor Gillnetter finally
received a season on the
Columbia River after a
two-year lay off (forced off)!***

...Traditionally we do most of our fishing at night because the fish don't see the net in the dark. This time we were restricted to a straight net of a 6-inch mesh to fish from 7 AM to 7 PM days only. We were restricted to no slacker strings because we might harvest a salmon along with this Coho season. We fish according to the tides in the lower 50 miles of the Columbia. Big tides move the fish. Hold up tides cause little movement. Well, the opening day was the worst tide for gillnetting of the whole Fall season (3 12-hour-day periods). Whether the Fisheries Department reads tide books I don't know. At noon, 5 gillnetters were back on the dock here at Astoria and only one gillnetter had caught a fish (one 8 pound silver)

Many gillnetters do not have straight nets because for years slacker nets were the best. What fisherman in his right mind is going to cut off the slackers which take about two weeks to install for a 3-day season?

Traditionally, most salmon are gone from the lower river by the 15th of September. As it turned this year the guessing Fisheries Department was way off. The prediction was for 234,000 chinook and now the actual count over Bonneville is way over 300,000 salmon. There was so much sal-

mon that sport fishing for salmon was opened again from Bonneville Dam to Buoy 10. Gillnetters got the shaft again. They do whatever they want with us. When is this going to change? They also extended the treaty tribal gillnetting from September 29 to October 2. They open the season for us after the fish are all gone over the dam.

When fish are scarce in the river, seals and sea lions are fighting for every fish. One day, I saw two sea lions on opposite sides of my net chewing on the same fish.

The only fishermen who caught fish were those fishing on drift rights up river of Tongue Point with diver nets, where lower river fishermen can't go because of the drift rights. Seals and sea lions make it impossible to fish the lower river from Tongue Point down. Congress is going to have to pass new legislation on these animals - they are like a locust plague.

Support the Columbia River Gillnetter publication!

The Columbia River Gillnetter is the only remaining publication on the west coast devoted exclusively to gillnetting. We have been making a difference for 30 years, but our continued existence is threatened by increasing production and mailing costs. Now more than ever, we need a voice to represent our side of the issue, and the Gillnetter is our only contact with fishermen, lawmakers and the general public.

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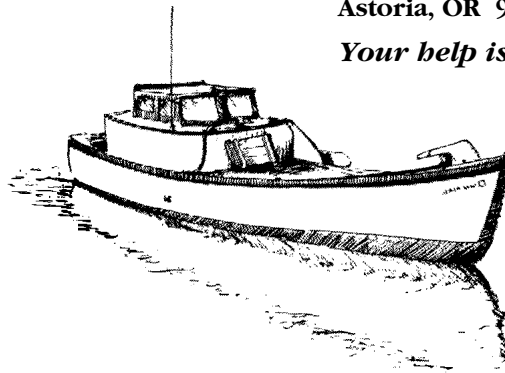
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EDITOR Don Riswick



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published seasonally for the
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Articles, letters and photographs are
welcome for submission.*

It has become useless to go to the compact meetings anymore which decide these seasons because everything is cut and dried beforehand. We used to attend these meetings which are open to the public but the word is out what is going to happen beforehand. The Fisheries Departments from Oregon, Washington and Idaho are all gun shy. Why can't we get a break sometime?

Slade Gordon is the politician running for a 3rd term from Washington State. He controls the money in Washington DC. He is fanatically opposed to dam removal. I am told the Indians plan to spend a million dollars to defeat him in his campaign. He is the fly in the ointment to remove the Snake River dams. Please vote him out of office and get a politician with a fair mind, not one who caters to the side which keeps him in office.

Don Riswick

Channel-deepening

Continues from page 1

work of governments on the Lower Columbia River, blasted away at the corps in their first public analysis of its Final Environmental Impact Statement for the project Tuesday night.

"We think they are not complying and are probably in hot water," said Matt Van Ess, CREST's coastal planner. The corps has greatly downplayed the destructive impact the project will have on fish, shellfish, the food chain, water quality and the overall health of the estuary and offered no funds for mitigating the impacts, according to CREST.

The corps is falsely justifying the project and has not really considered other alternatives, Van Ess said.

"Channel deepening was obviously a predetermined alternative, since \$196 million has already been set aside for the project when it's the alternative with the most environmental impacts."

Laura Hicks, channel deepening project coordinator for the corps, defended the project after the meeting. Channel deepening is the alternative that offers the greatest benefits to the entire nation, and will produce an annual net benefit of \$17 million, Hicks said.

The comments of local governments, state and federal agencies have been taken into account, she said, and she was unaware of any aspects of the plan that are in violation of federal laws.

Hicks defended the plan to dredge continuously for two years, despite federal restrictions on working in the river during the months when juvenile salmon migrate downriver. There is nothing unusual about the corps dredging outside the time window for working in the water, despite what CREST claims, she said. The corps determined "the environmental impacts would be minimized by doing the work for two straight years to 'get it over with' and let the aquatic community in the estuary recover, she said.

The drag heads and cutter heads used to dredge the channel are embedded in the sediments at the bottom of the river, where salmon are not found so they will not be harmed, she said. If smelt (which could be added to the federal list of threatened or endangered species in the next year) or any other fish species are listed at any time during the course of the project, the corps will go back and assess the impacts of the project on the species, she said.

Vocal members in the audience Tuesday night were not convinced the corps would act responsibly. They blasted the

corps for arrogantly steamrolling the concerns of commercial fishermen, landowners, cities, counties and other governments on the lower river, as well as state and federal agencies.

One of the most hotly disputed aspects of the plan calls for dumping sand dredged from the river bottom on prime crab fishing grounds near the mouth of the Columbia River.

The corps intends to dump 267 million cubic yards of dredged material on two sites near the river mouth over the next 50 years, according to Kathy Taylor, CREST's executive director. Sixteen million cubic yards would be dumped from deepening and maintaining the channel in the first two years of the project.

One of the dump sites that was intended to be six square miles was expanded to 14 when the corps added a buffer area, Taylor said. The corps also has not developed an adequate plan for monitoring environmental impacts near the dump sites, she said.

Taylor criticized the corps for misrepresenting the concerns of CREST and crab fishermen in the final EIS. CREST and crabbers met repeatedly with the corps in Portland over the course of many months to determine the best way

to dump and manage dredged materials.

"I was very disappointed my participation in the ocean disposal working group was used to mislead whoever read the final EIS to be convinced I said things that I didn't," Taylor said.

Dale Beasley, president of the Columbia River Crab Fishermen's Association, said crabbers are not satisfied with the plan, despite the fact the corps claims they have reached an agreement.

Hicks said she can prove the working group reached an agreement.

"We did reach consensus," Hicks said. "If they want to say at this point and time that we did not, it would not be correct according to all the minutes of the meetings."

The corps has been working with crab fishermen since July 1997 and revised the ocean disposal plan five times to try to accommodate them, she said.

"If they are still unhappy with it at this point in time, I guess there's not much we are going to do about it," Hicks said.

Jon Westerholm with Salmon for All drew applause toward the end of the meeting when he said local folks need to band together to make the corps address their concerns.

"If we win, good," he said. "If we lose, then by golly, at least we tried."

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Corps extends comment period on channel-deepening plan

By MARK HINES, Of The Daily Astorian

The U.S. Army Corps of Engineers has extended the public comment period on the final feasibility and environmental impact study for the Columbia River channel deepening project until Nov. 22.

The decision is a reversal of the corps' announcement last week it would not extend the comment period beyond Oct. 25, which gave the public 45 days to comment.

Many governments and interests on the Lower Columbia River and Rep. David Wu, D-Ore., had requested the corps extend the comment period to 120 days because of the enormous volume and technical nature of the 2,000 page report.

Kathy Taylor, executive director of the Columbia River Task Force, said the extension will enable CREST to provide a more meaningful analyses of the environmental impacts of the plan to deepen the navigational channel from 40 to 43 feet. But Taylor is skeptical the corps will have time to address CREST's concerns and other public comments under the current time line.

"It certainly gives them less time to actually read it if they are holding their decision date to the end of the year," Taylor said.

The corps is pushing an unrealistic time line to get the project approved by the end of the year take advantage of pre-approved funds au-

thorized by Congress, said Peter Ahtala, executive director of the Columbia Deepening Opposition Group.

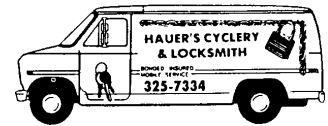
State and federal agencies are scrambling to complete "biological opinions," water quality certifications and other permits to give the project a green light.

The corps dredges the shipping channel from the mouth of the Columbia River to the Port of Portland and needs a favorable biological opinion from the National Marine Fisheries Service on maintenance dredging as well as channel deepening to continue a "jeopardy" ruling that the dredging and deepening schedules would put an aquatic species in danger would force the corps to alter its plans.

NMFS released a favorable biological opinion on the corps' maintenance dredging program this week. The recent biological opinion does restrict maintenance dredging to the timing restrictions that ports and other groups doing work in the river must follow, however. The timing window is from March to November in the main stem, and Nov. 7 to Feb. 28 in the upriver and side channels.

Despite timing windows, the corps plans to dredge and blast the bottom of the river for two straight years if the final plan is approved and favorable biological opinions, certifications and permits are issued by federal and state agencies.

NMFS also instructed the corps to remove Caspian terns from Rice Island by April, 1, 2000. NMFS is concerned the birds, who have formed the largest Caspian tern colony in the world on the island the corps created as a dumping ground for dredged sand, are eating too many endangered salmon and steelhead.



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Why Some Dams Must Go

"Decommissioning dams is timely also inevitable, in light of some obvious, ignored facts."

—Obsolescence—many dams are simply no longer cost effective. There are literally thousands of dams scattered across the landscape, particularly in western states, and many are simply no longer needed.

On July 1, Edwards Dam in Maine was finally blown up. A large section of the Kennebec River was instantly restored to its natural flow, after more than a century of abuse. This dam, destroyed specifically to save dwindling fish runs, was neither the first—nor will it be the last—of the aging big dams that dot the landscape everywhere that must be modified or demolished to protect fish. Secretary of Interior Bruce Babbitt has announced, "The era of dam building is over." And we say, "It's about time!"

Commercial salmon fishermen have been fighting a rear guard action against dam building since at least the 1930's. Throughout the west, many proposed dams were either never built, or were substantially modified, to protect irreplaceable fish runs as a direct result of the outcry of fishermen. There would be no fish hatcheries at all, for instance, had it not been for salmon fishermen demanding them as compensation for lost habitat.

Unfortunately, hatcheries cannot eliminate the problem of widespread habitat loss. As a result, many salmon runs are now or may soon be listed as endangered or threatened under the ESA. These days, fishermen are fighting to decommission dams that kill fish and to restore as much of historic habitat as possible. Decommissioning dams is timely and do-able. It is

also inevitable, in light of some obvious but often ignored facts. These facts bear repeating as we engage in this debate.

Dams Are Not Forever

What is often forgotten is that no dam is designed to last forever. All dam projects are engineered for certain lifetime of service and no more. There are many factors that limit the operational lifetime of dams, including:

—The amount of silt buildup behind the dam—eventually every reservoir will be filled in with silt and the reservoir becomes nonfunctional. Some dams are already near their limit.

—Basic construction materials simply wear out—concrete cracks, berms leak, physical structures become obsolete and must eventually be replaced. Sometimes aging structures are also safety hazards.

Water conservation often makes more sense than maintaining the physical structures of dams that cost more and more money each year to maintain.

Thus dam decommissioning is nothing radical or new, in fact dams were DESIGNED to be decommissioned at the end of their useful lives. This is one reason why most dams are licensed by the Federal Energy Regulatory Commission (FERC) or its state equivalent, usually on a 40 year cycle. At the end of that license cycle they have to be reevaluated and can then be retired. There are also emergency-procedures for de-licensing dams in the event of safety concerns

(such as earthquake damage, etc.). (i.e., ignored in order to make dam projects look better. Now we are paying the price. These negative impacts do not in fact disappear, and often cost society as a whole real dollars and lost downriver jobs.

For example, we now know that dams and other flood control projects can actually exacerbate the severity of flooding. For instance, the vast system of Mississippi and Missouri River flood control levies, with resulting loss of wetlands, can channelize water which would otherwise have slowed down by spreading into those wetlands. The result has been far higher peak flows resulting in fewer—but far more destructive—floods overall. The same is true in the Central Valley of California, with its vast system of flood prone levies.

Another example of serious economic damage done by dams is the loss of what was once a booming Columbia River fishing economy. The four mainstem federal hydropower dams sitting smack in the middle of the lower Snake River have blocked 70 percent of the remaining accessible spawning and rearing habitat for chinook and steelhead, extinguishing at least \$150 million a year in salmon and steelhead fishery economic benefits, and turned fishing ports in the lower Columbia nearly into ghost towns. Thanks to these dams, every remaining run of salmon and steelhead spawning above these dams is now listed as either threatened or endangered under the Federal Endangered Species Act. Columbia River

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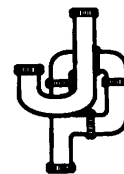
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salmon declines have also caused economic havoc throughout the west coast salmon fishery. As far south as central California, and well into SE Alaska, "weak stock management" to protect these Columbia runs has resulted in greater and greater harvest restrictions on what would otherwise be abundant (and unrelated) hatchery stocks.

No, when a dam is built these "environmental costs" do not disappear—they are just shifted onto the backs of others. In the case of the lower Snake River dams, these costs were shifted onto the bowed shoulders of lower Columbia and coastal salmon fishing communities now suffering from nearly total fisheries collapse.

Estimates of the total social costs of the salmon fishery collapse in the Columbia, brought about by its extensive system of dams, run to about \$500 million a year in lost economic productivity, or roughly the loss of 25,000 family wage jobs. The net social value of the Columbia River fishery that is being systematically squandered by overbuilding dams is (conservatively) at least \$13 billion. These "environmental costs" are ultimately borne by fishermen, and by the taxpayer—not just in the Northwest but throughout the U.S.

Dams Have Both Negative As Well As Positive Impacts

Putting in dams radically changes (and often destroys) important riparian habitat as well as natural hydrological functions. In the past, these



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"environmental costs" were artificially equated to ZERO and dismissed as "mere eternalities."

Dams Were Intended to Provide Certain Social Benefits

Dams are supposed to serve one or more social functions and provide certain economic benefits. Those benefits are: (1) flood control; (2) irrigation and water supply; (3) cheap hydropower; (4) river navigation.

However, not every dam project was well thought out, and some provide very little if any of these public benefits. Projects that provide little or no public benefits are clearly suspect. Whether or not a project provides these benefits, and to what degree, can also change over time. Also, these benefits are like gross income—they only reflect half the balance sheet. The other half of the balance sheet includes the net environmental and operations costs (and mitigation costs), which also have to be taken into account as a cost of doing business. When these costs of doing business exceed the benefits, if it

were like any business the project would be declared bankrupt.

Just Having Dams Also Costs Money

Another often ignored truth is that dams are not free. They need to be financed, constructed, and constantly operated and maintained sometimes at great cost to society. In some instances (such as in the Columbia) there are also costly long-term mitigation efforts, such as hatcheries and smolt transportation programs, that must be taken to protect the very species destroyed by the dams. These mitigation costs tend to grow over time.

Also, there are going to be costs of eventually decommissioning—none of which are being amortized into today's rate structure. No major corporation would operate without setting aside "sinking funds" for anticipated future maintenance or replacement, but dams do. Dam operators hope is that future taxpayers will pay for today's mistakes.

The Bottom Line is the "Net Social Benefit," Not the Gross

Not all dams are created equal. Some, in fact, provide minimal benefits at a huge social cost, and therefore are simply not worth it. The real test of whether a dam is worth it or not to society is not its gross benefits, however large, but the "net social benefit" of a project, defined as the sum of its gross social benefits minus its other environmental and social costs, ongoing operations and maintenance costs and environmental mitigation costs, including eventual costs of decommissioning after its term of service is over.

Often the equation shifts over time—a project that once made economic sense in the past is not guaranteed to make sense in the future, especially as operational costs (maintenance, potential retrofitting, etc.) skyrocket when dam infrastructure decays, and as environmental damage mitigation costs continue to grow.

No business would long survive if its income were consistently exceeded by its costs. Nor should dams. In a world of limited resources, we can no longer afford boondoggle pork barrel projects that do more harm than good.

Each dam must now be judged on its net social benefit—and if its costs (including environmental damages) outweigh its benefits, there is no justification whatsoever for keeping such a boondoggle project alive. As Secretary of Interior Bruce Babbitt has said, in today's world of limited resources, each dam must now be judged on its own merit.

Taking a Hard Look at the Lower Snake River Dams

There are four federal power dams in the lower Snake River, which is the major salmon producing tributary to the Columbia River, all within Washington State. These dams are Ice Harbor, Lower Monumental, Little Goose and Lower Granite dams. How do they measure up in each of the four criteria above?

—Flood Control: These four dams are what are called "run of the river" dams, which means they are not capable of storing water to prevent floods. Every gallon that comes to the dams, must go quickly through, and they thus provide no flood control at all.

—Irrigation: Only one of these dams even provides irrigation (Ice Harbor Dam), and then for only a mere 37,000 acres (1/2 of 1% of Snake River irrigated lands) for some 13 corporately owned farms, all together covering an area considerably less than that of any medium sized city.

Also, their water system is heavily subsidized. In fact, those farms earn a net of about \$1.9 million per year but receive taxpayer and electric ratepayer subsidies of about \$11.2 million a year. Without those taxpayer subsidies, those farms would actually run a huge economic loss!

To say that the withdrawal of these lands from irrigation would "destroy regional agriculture," as some have claimed, is absurd. When all the pork barrel subsidies to these farms are totaled up, taxpayers and ratepayers would be far better off simply buying these farms out entirely (which is the recommendation of the U.S. Army Corps of Engineers) than allowing them to continue.

—Hydropower: There are 27 major federal power dams (and one nuclear plant), plus at least another 30 non-federal power dams in the! Northwest's electrical grid. In the Snake

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River we are talking about only four of these dams, that collectively provide only about 5 percent of the power for the whole grid. Also, (being "run of the river" dams) they provide most of that power at the time of peak power generation systemwide (i.e., during high spring water flows) when the power is least valuable and easiest to replace.

In fact, if you amortizing the true social costs of these operations (including all maintenance and mitigation costs these dams make necessary), that power is actually produced at costs far ABOVE market rates, and therefore is no bargain! Ratepayers could actually save more money by buying replacement power on the "spot market" than by generating more expensive power at those four dams.

Finally, according to the Northwest Power Planning Council, the total power generated by those four dams combined is still less than the total power savings available from mere conservation alone. There is still a lot of waste in the system. Reasonable conservation efforts would allow us to forego those dams entirely and run more efficiently.

River Navigation: Now we get to the real nitty-gritty! The real purpose of these dams is to make Lewiston, Idaho (600 miles inland) a "seaport" for shipping grain. However, decommissioning and the partial removal of these four Snake River dams would only change river transportation from Kennewick, Washington to Lewiston, Idaho, not below it. River transport below the lowest of these dams could take place as s before.

One barge company now monopolizes this grain trade, reaping huge benefits from bloated taxpayer and ratepayer subsidies at the expense of i

t the entire downriver economy. This company in fact, pays none of the costs of this system, nor any of the mounting costs of salmon mitigation. Without having to pay any of the bills for the system it uses, the barge company is allowed to ship grain at slightly below the cost of rail shipment per ton of grain. But only slightly. According to a recent economic analysis by economist Phillip Lansing, if you include the costs of dam operations and ESA-required mitigation measures, the true social costs of the two competing systems (barge vs. Rail) is really as follows:

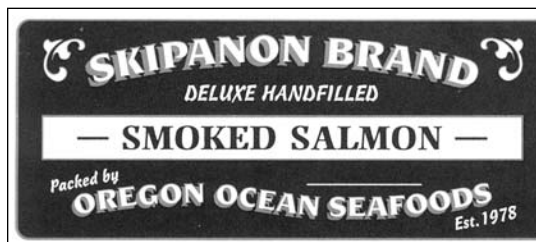
Barge=\$1.23/ton + \$12.66/ton subsidy=\$13.89/ton with subsidies
Rail=\$1.26/ton

In other words, according to this analysis, the only reason barge transport of grain works at all in the Columbia is that all the huge taxpayer and ratepayer subsidies that support the system are paid for by others. It is you and I who pay for this system, not its users. This is particularly iron-

ic, because that means it is you and I who are financing the destruction of the very salmon resource upon which so much of our industry depends. In other words, we are being forced to finance our own extinction!

In summary, several economic reports have come to the conclusion that even as dams (aside from any costs of salmon fishery destruction) the four lower Snake River dams do not even carry their own economic weight. Add to this the loss of at least \$150 million per year in fisheries benefits up and down the west coast, and keeping these dams alive just make no economic sense.

Artificial smolt transportation programs in the Columbia are the functional equivalent of airlifting Canadian geese south for the winter in a Boeing 747. They have never proven effective, are expensive, and have been used as a politically expedient way to avoid dealing with the real issue of the dams themselves. The four lower Snake River dams kill salmon wholesale, and a band-aid approach will never work. This is why



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PCFFA long ago endorsed the decommissioning of the lower Snake River dams as a necessary measure to restore west coast salmon runs for our people and our communities.

Dam Decommissioning is Being Discussed Everywhere

Almost every river stretch in America is now dammed. Many of these dams are failing, many are obsolete and many do more harm than good. This is why the dam decommissioning idea is gaining momentum all across the country.

The stakes for the fishing industry are huge. For instance, in response to utility deregulation in that state, the two largest public utilities in California (Pacific Gas & Electric and Southern California Edison) proposed selling off more than 200 of their aging small hydropower dams to a private entity they would control. However, this would effectively end public control of these dams by the California Public Utilities Commission (CalPUC). As an alternative, PCFFA is spearheading a coalition of many different California fisheries,

environmental and ratepayers organizations asking the CalPUC to first subject each of those dams to an environmental review to determine which are real fish-killers. For those dams which seriously damage fisheries, we are proposing they be purchased instead by the State of California and permanently decommissioned to improve fisheries. About 60 of those dams are on California Central Valley streams and rivers which are key to salmon restoration.

PCFFA and its coalition members now have a proposal in the California Legislature (not yet in bill form) that would set this decommissioning process into motion by creating an independent "Consumer's Energy and Environmental Security Corporation" as a Legislatively appointed and funded public corporation to take over interim control of these dams. This corporation's mission would be to purchase and retire some of the worst fish-killing dams in the California river system, specifically to help bring back spring-run chinook winter-run chinook and several other threatened or endangered salmon runs.

PCFFA is also actively working to remove Oregon's Elk Creek Dam

(never completed and totally unneeded), Oregon's Savage Rapids Dam on the Rogue River (responsible for killing a \$5 million a year fishery), the Elwha River dams on the Olympic Peninsula, several dams around Butte Creek in the California Central Valley (to double available spring-run chinook habitat), and many more. At least two Butte Creek area dams are now coming down specifically because of PCFFA efforts.

By the year 2015 an estimated 7 percent of all of the hydropower projects in this country will have to be relicensed. FERC licenses are granted for terms of 40 to 50 years. This opportunity to thoroughly review, modify, and if necessary to decommission and remove many of the worst fish-killing dams in the nation will not come again within our lifetimes

Dealing With the Politics of Denial

In the Columbia River and elsewhere, there are also some very heavily vested political interests which feed off of federal dam subsidies and who are fighting to keep many boondoggle dam projects alive. Among

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the tactics they use is to blame others for salmon declines to divert attention from the dams. In the past they blamed commercial and recreational fishermen as the main causes of salmon declines. When we started fighting back, their targets became adverse ocean conditions, sea lions and terns. They claim either that all can be made right by sacrificing the entire west coast fishing industry, or that dam removal will never work because its "those damn sea lions" or "adverse ocean conditions" that are really causing the problem.

Salmon evolved to avoid sea lions and seabirds. Salmon evolved to face occasionally hostile oceans. It is concrete dams they were not evolved to contend with and which kill them wholesale. Plenty of mechanisms already exist to control overfishing, and most salmon fisheries in the Northwest affecting wild salmon are already either severely curtailed or entirely closed, yet fishermen continue to be blamed. Fishermen justifiably wonder, "What part of 'closed' don't people understand?"

The scientists tell us that not much more benefit can be squeezed out of those other systems. The reality is that in the Columbia, for instance, 80 to 90 percent of induced mortality is caused by the dams and associated reservoirs, with the lower Snake River dams the final straw on the back of a strained ecosystem. Given that fact, there is just no way to do much good for salmon unless the issue of dams and their impact on salmon is on the table.

Another favorite Congressional

trick for blocking progress is to block funding. Thus we have seen Senator Slade Gorton and Senator Larry Craig repeatedly slap "riders" on appropriations bills to forbid modifications of dams on the Columbia (105th Congress) and currently one by Senator Gorton prohibiting BPA from saving any money towards that effort (106th Congress). There are already several "riders" and "resolutions" in the works to block further scientific study of dam decommissioning in the Columbia entirely—a stance that is fundamentally anti-science and tries to institutionalize ignorance as public policy.

PCFFA and other fisheries groups need to be vigilant in their efforts to halt these pro-dam and often anti-science riders. PCFFA has repeatedly asked members of Congress to insist on getting all the facts, and to have an honest debate, based on the best available science, on both the benefits and deficits of dams. If this is done, it often becomes clear that decommissioning fish-kill dams makes the most economic sense.

What You Can Do

PCFFA has started a whole new program for restoring salmon production in west coast river systems by decommissioning dams. That effort deserves support. PCFFA has also joined with many other commercial and recreational fishing groups as well as taxpayer watchdog groups, businesses, scientist and others in a campaign to remove the lower Snake River dams in the Columbia. That Columbia River Campaign can be reached on the Web at: <<http://www.removedams.org>>. Sign up your local fishermen's association to support this multi-group effort.

Also, help us support fishermen's efforts in the California Legislature and elsewhere to require environmental review and decommissioning of the worst salmon-killing dams. Information on PCFFA's coalition efforts to decommission salmon-killing dams can be obtained from Our Web site at:

<<http://www.pond.net/~pcffa/dams.htm>>.

PCFFA is the west coast's largest organization of commercial fishermen.

PCFFA's Northwest Regional Office can be reached at: PO Box 11170, Eugene, OR 97440-3370 and by phone (541) 689-2000. PCFFA's web site is at:

<<http://www.pond.net/~pcffa>>

or PCFFA can be reached by email at <fishlifr@aol.com>.



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COMMERCIAL FISHERY UPDATES

Lower River Coho Fishery

- During the 1st week of the target coho fishery an estimated 11,600 coho, 2,200 chinook, 100 white sturgeon and 100 green sturgeon were landed.
- Coho catch averaged almost 3,900 per day and increased over the three fishing days, while chinook catch dropped by 1/3 after the 1st day.
- The fishery is scheduled to continue for three additional days next week.
- Expected catches for the second week are 5,000 - 10,000 coho and 900 chinook.

Youngs Bay Select Area Fishery

- The Young's Bay select area fishery is open 7 days/week through October 31.
- Based on landings to date, season total catches are projected to be 16,000 coho and 1,700 chinook.

- Season totals coho landings are projected to be similar to catches since 1995.
- Preseason expectations were for landings of 33,000 coho and 1,000 chinook.

Other Select Area Fisheries

- The Tongue Point/South Channel and the Blind Slough/Knapa Slough and Deep River are scheduled to continue through October 28.
- Coho catch in Tongue Point/South Channel are tracking ahead of preseason expectations while Blind Slough/Knapa Slough and Deep River fisheries are tracking behind preseason expectations.
- Catch expectations for the season are 3,000 coho in Tongue Point/South Channel, 2,900 coho in Blind Slough/Knapa Slough, and 4,000 coho in Deep River.

ESTUARY JUSTICE

CDOG Files Complaint with the EPA

The Columbia Deepening Opposition Group made the first formal move to bring to the nation's attention the environmental and economic inequity of the proposal to deepen the Columbia and Willamette River navigational channels. This project brings with it environmental damage and health risks that are disproportionately imposed on the lower income people of the Columbia River Estuary region. The assault on the natural resources of the ocean and the estuary would further distress the resource dependent economy of this area. CDOG is asking the United States Environmental Protection Agency to fully investigate the gross abuse of the environmental justice procedures that should have been followed as the deepening project was planned. The expected response to this complaint is a game of bureaucratic shuffling. CDOG will continue to complain about the injustices of the project throughout the permitting processes in future months.

Fall Chinook Dam Counts

		Cumulative through September 26			
		Sept 26	1994-1998		
		Daily	1999	1998	Average
Bonneville	Bright	1,455	179,355	153,000	153,900
	Tule	270	45,750	23,400	25,100
	Total	1,725	225,105	176,400	179,000
The Dalles		1,537	117,163	77,600	93,300
John Day		2,342	91,654	57,700	68,600
McNary		1,782	60,538	39,000	55,600
Priest Rapids		250	26,232	8,100	10,500
Ice Harbor		129	4,815	2,600	2,200
Lower Granite		140	2,218	790	710

Summer Steelhead Dam Counts

		Cumulative through September 26			
		September 26	1994-1998		
		Daily	1999	1998	Average
Bonneville	Skamania Index	-----	7,162	9,400	10,500
	Group A Index	553	169,678	126,800	156,600
	Group B Index	380	19,141	30,000	20,400
	Total Counts	933	195,985	166,200	187,500
The Dalles		1,557	134,782	76,600	107,000
John Day		2,234	124,244	75,100	84,000
McNary		986	67,663	40,800	65,400
Ice Harbor		1,438	56,248	25,900	41,500
Lower Granite		3,077	33,815	8,600	20,400
Priest Rapids		100	7,355	4,400	5,500

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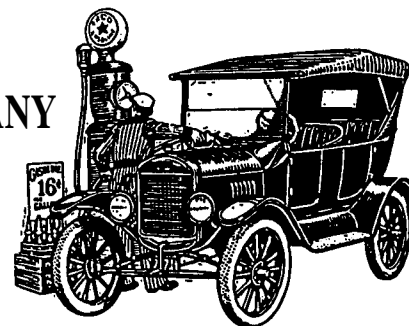
*Terry Hahn
&*

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New management at Salmon For All Office

Lovenia Warren began her duties at the SFA office as the new office manager the last week of September. A special SFA committee selected her from 24 applicants. The quality of this list indicates a fine local pool of potential office staff.

Robin Laakso, our manager for the past two years, has moved to Portland with her daughters to take advantage of new educational and wider job opportunities in the computer field. We at SFA thank her for untiring service and wish her all the best in the new venture.

After some assistance from Robin getting started, Lovenia will be at the SFA office from 9 AM to 1 PM Monday through Friday, handling recording, bookkeeping, telephone, fisher communications and general office management chores as well as computer projects. We encourage SFA members to stop by the office at the Red Lion and become acquainted.

It is interesting to note that Lovenia comes to us downstream from Snake River country in Idaho and Robin is leaving us upriver to the Lower Willamette Valley.

Welcome aboard, Lovenia, and stop by to visit us when you can, Robin.

DISTRICT #5 NEWS

Upbeat news from mid-river Wahkiakum area; smashing defeat of Initiative 1-696 and more fish have made for positive attitude about our future.

Very clear water this fall and daylight fishing; 1 x 4 type nets fished much better. Due too more fish, some of drifts restarted pulling snags. However, more effort will be needed to clear the drifts to what they were.

The victory over 1-696 was especially sweet; prior to election, Bruce Lovein of Columbia River Alliance was at his best on the radio blaming Gill-netter for killing the threatened and endangered salmon, omitting to tell audience about their 80% kill of salmon on the Snake River compared to the less than 2% incidental harvest by gill-netters. Sport fishermen take of T&E Salmon is higher than commercial fishing in 1998; supporters of initiative are basically dishonest when they blame commercial fisherman and fail to inform public of their take of T&E fish.

Mark Laukkanen
District #5

Non-Indian Commercial Fishery Update						
Stock	Select Areas					
	Aug 4-5	Aug 2S	Sep 20-22	Y.B.	T.P.	B.S. D.R.
URB	115	406	412			
BPH	26	192	50			
MCB	18	192	422			
LRH	123	94	1,342			
LRW	0	0	0			
SAB	88	0	14			
Total Chinook	379	886	2,240	1,498	265	135 57
Coho	0	0	11,588	11,361	2,411	945 651
W. Sturgeon	2,997	68	112	65	106	4 0
G. Sturgeon	545	0	111	0	2	0 0

Summary of Fishery Impacts

Season	Fall Chinook Impact	Snake River Wild		Total Steelhead Handle	Wild Steelhead Impacts /1			
		No.	%		Group A		Group B	
					No.	%	No.	%
Treaty Indian Fisheries								
C & S Aug	220	1.6	0.10%	3,350	550	0.96%	10	0.26%
Aug 31-Sept 4	16,960	87.4	5.38%	1,540	320	0.56%	30	0.79%
Sept 7-11	29,840	159.9	9.85%	2,200	430	0.75%	60	1.58%
Sept 15-18	13,920	69.9	4.30%	2,670	490	0.86%	120	3.16%
Sept 22-25(prelim)	8,410	57.8	3.56%	2,500	560	0.98%	110	2.89%
Total thru Sept 25	69,350	376.6	23.19%	12,260	2,350	4.12%	330	8.68%
Late Fall C&S	920	7.4	0.45%	3,090	790	1.39%	120	3.16%
Sept 29-Oct 2 (proposed)	3,200	21.7	1.33%	1,670	250	0.44%	80	2.11%
Projected Season Total	73,470	406	24.98%	17,020	3,390	5.95%	530	13.95%

Non-Indian Fisheries Completed

Aug 4-5 Comm	379	1.1	0.07%	8	0	0.00%	0	0.00%
Aug 23-24 2S Comm	886	4.0	0.25%	30	0	0.00%	0	0.00%
Buoy 10 Sport	10,002	23.4	1.44%	100	0	0.00%	0	0.00%
Buoy 10 non-retention	166	0.4	0.02%	10	0	0.00%	0	0.00%
MS Sport thru 9/26	8,039	41.1	2.53%	4,800	98	0.17%	12	0.32%
MS Sport non-retention	47	0.2	0.01%	—	0	0.00%	0	0.00%
Sept 3rd week - comm. coho (3 d)	2,240	4.1	0.25%	98	0	0.00%	8	0.21%
Total completed	21,759	74.4	4.58%	4,846	98	0.17%	20	0.53%

Secretary Report

Save The Salmon

What are we doing to save the salmon? Almost every day we read in the newspapers of different ideas presented to save the salmon. Up until now, what we have done hasn't helped very much.

The National Marine Fisheries has the power to make the changes that might make the difference. The fishermen that have followed the fish runs and have years of experience on the river submit ideas that are seldom used.

Every year more fish runs are listed as endangered and the non-treaty commercial fishing has been cut back to nearly zero. Usage of the river by other industries that depend on the flow of the Columbia to carry business and production remains at high levels.

Most of the talk is centered around removing the dams on the Upper Snake. This might not have been necessary if we had addressed the problems years ago.

Those problems — lack of proper river flow, increasing number of mammals (taking adult salmon going up river; taking smolts going down river) and an out of control bird population are taking their toll. Add this to the deepening of the channel project (changing the river flow again) will mean more problems (with no solutions) to fish survival.

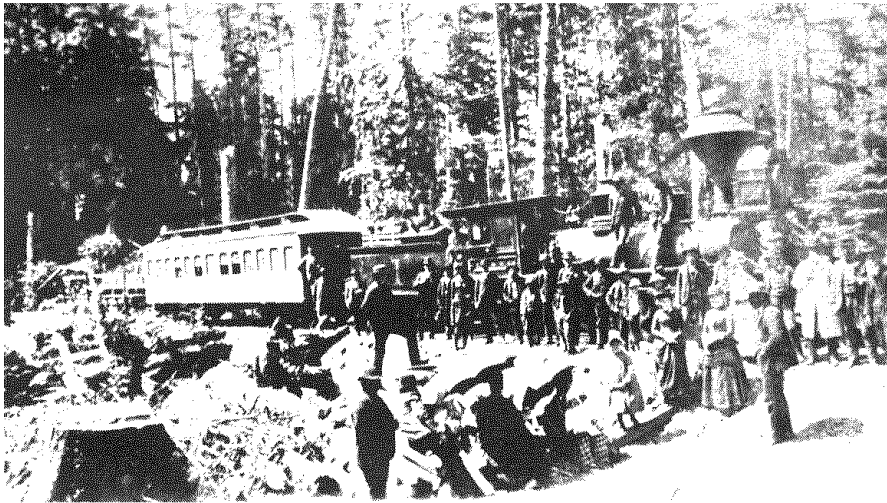
It is hard for the commercial fisherman to sit back and watch the harvest get cut each year when nothing is being done about the real problems, while thousands and thousands of dollars are spent on study after study.

Jack Marincovich
Executive Secretary, CRFPU.

Waves from the Past... The Ilwaco Railroad

America's Westernmost Line 1888-1930

Reprinted from Oregon Historical Quarterly, June, 1957, Vol. LVIII, No. 2. Thomas E. Jessett



Railroad-conscious visitors to the isolated little fishing village of Ilwaco, Washington, where the mighty Columbia River rolls into the Pacific Ocean, are amazed to see the steel rails of a narrow-gauge railroad set in the cement of the main business street. Inquiry reveals that for over forty years the sparsely settled peninsula stretching northwards for twenty

eight miles between Willapa Bay and the Pacific was served by this now almost forgotten pike. Moreover, it was a railroad that offered regularly scheduled passenger and freight service on a year-round basis, with special fares to points as far away as New York City. The population of the area served by the Ilwaco Railroad at its greatest extent is now just

under 2,500. Lacking any large natural resources, the way in which the region came to possess a railroad—even one with a track measuring only thirty-six inches between the rails—excites some curiosity.

The Ilwaco Railroad, which for about eleven miles ran just a good stone's throw from the golden sandy beach that has made the area famous as a summer resort, was a product of the fertile imagination of Lewis Alfred Loomis, a business man who came to the peninsula in 1872. Loomis and his associates built a wharf at Ilwaco, organized the Ilwaco Steamship Company in 1875, and built the steamship General Canby, which operated between Astoria, Oregon, and Ilwaco.

Ships from California and elsewhere bound for Portland and the growing markets of the Pacific Northwest generally stopped at Astoria, which was a part of entry. Loomis conceived the idea of securing a mail contract and establishing a direct route from Astoria to Olympia, the capital of Washington. In this he was successful. The mail crossed from Astoria to Ilwaco on the General Canby, was moved by horsedrawn stage up the beach for thirteen miles and then across the mile-wide peninsula to Oysterville. Here it was loaded on another steamer owned by Loomis and carried across Shoalwater Bay to North Bend. Two more stages and another steamer completed the route to Olympia. In spite of all these transfers the mail contract was fulfilled and became a financial success.

The slowness of the stage line up the beach convinced Loomis that he should build a railroad to handle this business, and in 1882 efforts were begun to raise money. Associated with Loomis in the project was Jacob Kamm, a marine engineer, banker, and promoter from Portland, Oregon. A survey made in 1884 showed the project was feasible, and three years later, financing having proceeded satisfactorily, the right-of-way was purchased.

Actual construction began in March, 1888 at Ilwaco, where an engine shed, shops, turntable, water tank and other railroad essentials were built. Track was laid from the company's wharf up the main street

of Ilwaco to the depot before the first locomotive and flatcars arrived. All this second-hand rolling stock was purchased from the Utah Northern Railway. The locomotive, a Baldwin Mogul (2-6-0), built originally in 1879, was given the number 1.

As the completed grade advanced northward, the crossties were cut from stands of nearby timber, shaped and laid. The track layers came next, followed by the locomotive pushing before it the flatcars laden with sixty-pound rail and other track material.

By July the railroad had reached the community of Long Beach, a distance of three and a half miles, and the event was marked by a celebration on the nineteenth. A special train ran the entire distance for the occasion, with passengers accommodated on four flatcars fitted out with plank seats, side railings and temporary cloth canopies to ward off the sun. At each end of the line there was a big banquet preceded by the usual speeches. Some orators let their imaginations picture the railroad line following the Pacific shore from Puget Sound to San Francisco. The celebration may have had other purposes also, for the following month the name of the corporation was changed from Ilwaco Steam Navigation Company to Ilwaco Railroad and Steam Navigation Company.

Track laying continued at a leisurely pace. But instead of going to Oysterville, the line was terminated two and a half miles south on Willapa Bay at Nahcotta, where there was a better channel and greater depth of water. Nahcotta, thirteen and a half miles from Ilwaco, was developed as the northern terminal. A dock was built there for the steamers, and an engine house, turntable, depot and machine shops for the railroad.

One of the directors, R. A. Seaborg, became piqued at the management and bought some acreage across the tracks from Nahcotta, where he set up the rival townsite of Sealand. He attempted to compete with a stage line and steamer, but lost out in a lawsuit and sold to the railroad.

Service over the entire line was begun in May 1889, with the lone locomotive handling both freight and passenger business. After some years three new coaches, the "Loomis," "Easterbrook" and "North Beach," were purchased, along with a combination baggage and passenger car named without imagination, "Combina-

tion." The first regular engineer was George Jennings, and the first regular conductor a man named Robinson.

The new line was not to go unchallenged. John Adamblade of Long Beach resented the railroad crossing his land, and one night built a fence across the track. The next morning the engineer noted the obstacle, but concluding his diminutive locomotive was equal to it, he pulled down the throttle and charged through the fence.

The railroad prospered. In addition to the mail contract, passenger business and miscellaneous freight for the whole Willapa Bay area, it transported nearly a thousand eighty pound sacks of oysters every week from Nahcotta, where they were brought by boat from Oysterville, to Ilwaco. From Ilwaco they were carried by the General Canby to Astoria for shipment to the market at San Francisco. The freight charge from Nahcotta to Astoria was seventy-five cents a sack. Tuesday was oyster day, and as the transfer from railroad to steamer took a long time, citizens with business in Astoria generally avoided that day.

In addition to oysters, the railroad hauled canned clams from Ocean Park, and in season, fresh cranberries from the various bogs on the peninsula. As business increased, it was soon obvious that additional equipment was needed. Jacob Kamm, now vice-president, was instructed to go east and arrange for the building and purchase of another locomotive. Kamm decided upon another Mogul engine, which was built by Porter-Bell & Company of Pittsburgh, Pennsylvania. It was shipped west on a flatcar, finally arriving at Kalama, Washington, via the Northern Pacific Railroad. It was towed to Ilwaco on a scow, and speedily placed in service.

For the next decade the Ilwaco Railroad and Navigation Company continued its profitable operation under Loomis, who kept a watchful eye

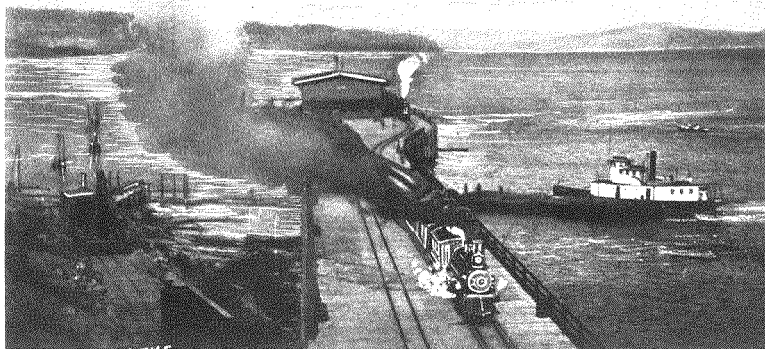


Photo left: Engine number 1, "combination," and disgorged passengers near Nahcotta 1889.

Above: The tide flat terminal for the Ilwaco Railroad showing Y key.

on operations. He acted as his own section boss, and it is claimed no tie was replaced unless it was so rotten that the tip of his gold-headed walking stick went all the way through when he struck the tie with it. He built a large Victorian residence on a forty-acre tract facing the ocean--Loomis Station--which became a regular stop on the line. In fact, stops were made there at Loomis' convenience, sometimes of sufficient length to outrage the passengers.

Service on the railroad was devoid of formality, and the trainmen wore no uniforms. The dock at Ilwaco, the central place of business, could be reached by steamers only after the tide was in mid-flood. So each day for six days train departures were successively fifty minutes later; then in a quick shift the schedule moved up five or six hours. Probably the Ilwaco line was the only organized railroad to operate by a tide table.

The railroad's heaviest business came in the summer. The twenty-eight mile length of



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sandy beach was a summer vacation area for hundreds of people from the interior valleys.

Some built summer homes at Seaview, Long Beach and Ocean Park, and as soon as school closed, families removed to the beach for the summer. There were no roads of consequence on the peninsula, so the railroad did a big business hauling passengers, baggage and food. Many families brought with them a cow to provide milk, and a horse and buggy for riding on the beach, or on the road from Ilwaco to Long Beach. Flatcars were fitted with fenced sides to transport horses, cows and dogs.

Such a situation provided plenty of opportunity for dog stories. It is recalled that on one occasion a dog and its owner were on the platform at Seaview. Just before the train left the owner ordered the dog to run ahead. When it pulled in at Loomis Station some seven miles from Seaview, there was the dog panting up to Loomis. The owner may have proved a point or merely have been a thrifty man. Perhaps it should be said that the train had an extended delay at Long Beach that day.

The rest of the year life on the railroad was reasonably uneventful. In the fall when the geese were flying south, the train crew often stopped to shoot a bag near the spots where the flights rested. Veteran passengers took along a gun just in case, for all joined in the sport. Failing geese, there was always a chance at turkeys. Loomis kept a large flock of these birds, and every once in a while the engineer managed to get one. Usually this was accomplished on the way from Nahcotta to Ilwaco. The poached bird was picked up by a wary crew member on the return trip. Cattle roaming on the track were considered too big for game, and were chased off by the fireman.

While Ilwaco was the railroad's headquarters, the shops were at Nahcotta. Most of the equipment was kept there when not in use, and the train crews usually lived at Nahcotta. The wood for the locomotives was cut from stands near the tracks. Mr. Loomis also had timber on his land which he sold to the railroad for fuel.

A few untoward incidents disturbed the even tenor of the little railroad's life. A valuable bull owned by

a resident of Long Beach was grazing on the right-of-way when the morning train steamed by his rear end. Alarmed at man's mechanical monster, he lit out for distant parts. Unfortunately, a fence intervened, and when he essayed to jump it, he miscalculated with disastrous results. His owner threatened to shoot the engineer on his next trip; but when the train arrived on schedule she relented, and service continued without interruption.

The only fatal accident on the railroad occurred on Monday, August 18, 1895, when a section hand, David Hinman, was killed. He had spent the previous day with his family at Long Beach. At 2:00 a.m. he started to walk to Ocean Park to join his section crew. He reached Loomis Station three hours later, tired and footsore, and requested the loan of the company's handcar to continue his journey. Loomis at first demurred, but then relented. He gave Hinman a cup of coffee and sent him on his way. A heavy fog, rare in summer, blanketed the coast, and Hinman could not see far ahead. Ten minutes under way he was horrified to see the morning train roar out of the fog. Despite the frantic efforts of the engineer, the train crashed into Hinman's little machine before he jumped, severing his right leg. A physician on board the train tried to stop the bleeding until the company doctors arrived. Hinman was sent on to the hospital at Astoria, but died on the ferry from loss of blood and internal injuries, leaving his wife and three small children. No blame was attached to the engine crew.

A small boy playing around the hand-operated turntable at Ilwaco somehow injured himself in the machinery and died a few hours later. As the boy was trespassing, the company was not held responsible.

An accident which left a somewhat more humorous impression occurred on May 22, 1899, when a train consisting of locomotive, boxcar and "Combination" backed along the wharf at Ilwaco. Without warning part of the wharf collapsed, and locomotive, tender and boxcar toppled into the bay. The combine caught on the dock and was only partially submerged. The engine crew and some passengers on the front platform of the combination swam ashore, but eight others were trapped inside the car. They soon were helped out to

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safety, but not before one of them, a company official, gained local fame by allegedly calling out, "Save me first! I'm a company officer."

The tracks were laid on sand and often when the winds were high, drifts clogged the rails. On one occasion the engine crew miscalculated the power of their tiny locomotive to push through such an impediment, and the engine turned over. Fortunately, no one was hurt.

In the nineties the mainland across Willapa Bay from Nahcotta, where Raymond and North Bend are situated, rapidly increased its population. The Northern Pacific Railroad built into the region, immediately affecting the area's former dependence on the Ilwaco Railroad for the transportation of supplies. By 1892 South Bend mustered enough votes to take the county seat away from Oysterville, where it had been located since the organization of Pacific County in 1861.

Political activity occupied the attention of many citizens. When he first arrived, Loomis served a term as county commissioner, but thereafter declined to run for public office. However, like many others, he was active in political affairs, and it seemed that passes on the railroad were plentifully available around election time. At one time there was a dispute between the Ilwaco councilmen and the railroad. The editor of the Pacific Journal, published at Ilwa-

co, took the side of the councilmen. In retaliation, the railroad took away his pass. The annoyed editor published a "timetable" under a heading derived from the line's initials:

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Notice--A spotter is employed on every train to prevent the beach visitors from being robbed by the Ilwaco councilmen and attorney while enroute through the city. Keep on the train and no danger need be apprehended from this source. Passengers persisting in alighting in Ilwaco do so at their own risk.

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A third locomotive, a little two-and-a-half ton Mogul of Porter-Bell manufacture called Number 3, was purchased in February, 1900, from the Cascade Railroad. After only five months' service, it was sold for \$600, a loss of \$300. No. 3 was twenty-three years old and had seen service on three lines before she was purchased by the Ilwaco road, and apparently was too decrepit for the job. An old boiler on Sand Island in the river before Ilwaco may be her remains.

For some years the Oregon Railroad and Navigation Company had been acquiring small narrow-gauge lines along the Columbia River, and rumor had it they would build down to Knappton, eleven miles up-river from Ilwaco. During the nineties the O. R. & N. quietly bought up all available stock in the Ilwaco Railroad and Navigation Company, acquiring the holding of Vice-President Jacob Kamm. In 1900, Mr. Loomis sold out to the O. R. & N. Company for \$142,000 and retired.

The O. R. & N. Company assumed active management in August, 1900, and immediately began to apply more orderly and rigid controls. Air brakes and knuckle couplers became standard equipment, and train crews acquired uniforms. Regular depots were built at Seaview and Long Beach to replace the shed-like structures formerly used. A logging dock was added at Nahcotta, and a good business developed hauling logs. They were towed across Willapa Bay to Nahcotta, and then moved to Ilwaco by rail, where they were dumped into the Columbia River for towing to a mill. Higher log prices on the river front yielded a profit for a little over two years. A number of small log-buggies were added to the railroad to handle this business. When it declined with the introduction of huge sea-going log rafts, the log-buggies became rock and work cars. The railroad now operated eight boxcars and two cabooses, one of which was always attached either to the log train or the work train.

About 1903 the O. R. & N. sent Edward Budd to Ilwaco as superintendent of the line. Upon his return from his first inspection of this thirteen-mile responsibility, he was asked what he thought of it. A man of few words, he replied: "Humph! Clamshell Railroad." Although no

clam shells were used on the roadbed, the name stuck, and it was often referred to as the "Clamshell Railroad" as well as the Irregular, Rambling and Never-get-there Railroad.

The more systematic O. R. & N. Company was bothered by the irregularity of the service due to the steamers from Astoria and other river ports having to wait for a tide to get over the sandbar into Ilwaco. An extension up-river to a better site with permanent deep water was considered, but since a long jetty was under construction at the river mouth on the Oregon side, the issue was delayed to see if this would remedy matters. After six years the jetty was completed, but there was no improvement at Ilwaco. Something had to be done.

In November, 1906, a contract was let to the Columbia Valley Railroad Company, an O. R. & N. subsidiary, to build a line from Cook's Station on the Columbia River just above Point Ellice to a junction about a mile north of Ilwaco. The contract price was \$280,000 and the distance 13.39 miles. By March, 1907, between 400 and 500 men were at work, but they progressed slowly because a rock tunnel had to be cut under Fort Columbia. Meanwhile a new corporation, the Ilwaco Railroad, was formed in June, 1907, to take over the construction work and the old Ilwaco Railroad and Navigation Company. Construction was still slow, and it was not until April, 1908, that the rails reached Chinook. Work then speeded up, and on June 1, 1908, the line opened from the new terminal, Megler, to Nahcotta. The first train of a baggage car and two coaches met the steamer Nahcotta at Megler, and departed from there at 8:30 a.m. It arrived at Nahcotta three hours later. The return train left Nahcotta at 12 :00 p.m. and arrived at Megler at 3 :00 p.m.

Many changes accompanied the opening of the new length of track. Four additional locomotives had already been purchased, to augment construction work. The first, a Baldwin Mogul built in 1880, came from the Portland and Willamette Railroad in 1906, and cost \$500. It was given the number 4. From the Southern Pacific Railroad in California were purchased two Baldwin Americans (4-4-0) and these were given the numbers 3 and 5. One built in 1880 cost \$2,645, and the other built in 1887 cost \$2,500. Likewise a Baldwin Ten Wheeler (4-6-0) was purchased for

\$5,700, and numbered 6. From the same source the Ilwaco Railroad also bought several coaches and a baggage car. Deliveries were made in 1907 and 1908. During the latter year engine No. 2 was scrapped.

A large dock, depot, train shed and steel turntable were built at Megler with other improvements to the line, including good depots at Chinook and Nahcotta. Sidings were located at Fort Columbia, Chinook, Ilwaco, Long Beach, and The Breakers, and a water tank at Holman. A four-stall roundhouse was added at Nahcotta. Rail on the new extension was ninety-pound, and gradually the old sixty-pound rail was replaced on the Ilwaco-Nahcotta section, for the Ten Wheeler was far too heavy for the lighter rail.

Ilwaco, in spite of being cut off by a Y about a mile from town, continued as the headquarters for the railroad. Most trains backed into Ilwaco from the Y, generally referred to as Ilwaco Junction.

With regular boat service from Astoria and Portland now assured, the Ilwaco Railroad introduced additional train service. In addition to the three regularly scheduled trains, there was an occasional fourth passenger train, and a daily freight train, except on Sunday. During the winter season the late afternoon trains were discontinued, and the scheduled passenger trains carried some freight.

The big business came on summer weekends when hundreds of vacationing Portlanders came down the river on the palatial sidewheeler, T. ~7. Potter. Every passenger car was put into service. The late Saturday afternoon boat and train bringing hundreds of menfolk to the beach was known as "the husband's special." The Potter carried between six and seven hundred passengers, so there were times when the passenger cars were unable to hold everyone and the old flatcars with benches were placed in use to handle the crowd. On such occasions baggage followed in freightcars. Pulling these weekend passenger trains was the job of the big Ten Wheeler; otherwise this engine was little used as she was hard on the roadbed along the sandy peninsula. Collecting fares on the weekends was a big job in which the brakemen assisted the conductor. At times the train had to be halted before entering a major stop in order to get all the fares in hand.

The fare from Nahcotta to Portland was always referred to by the agent at Nahcotta as "four and six," which sometimes puzzled easterners. He meant four dollars and six bits, or in ordinary American, \$4.75- The fare from Nahcotta to Megler was \$1.25. Local fares on the line were low, and in the winter there was considerable laxity about collecting it from neighbors when due to be paid on the train. The ten cent fare from Ocean Park to Nahcotta was most frequently overlooked.

In 1911, all Union Pacific subsidiaries in the states of Oregon, Washington and Idaho, of which the O. R. & N. Company was one, were merged into the Oregon-Washington Railroad and Navigation Company. The rolling stock was relettered, and the line became the Ilwaco Division, O.W.R. & N.R.R. About this time old No. 1 was scrapped, and the other locomotives renumbered. No. 3 became No. 1, No. 4 became No. 2, No. 5 became No. 3 and No. 6 now No. 4. For a time the letter N preceded the number, denoting narrowgauge, but this was later dropped when the line was relettered Union Pacific. All locomotives were converted to oil at this time. Supplies of oil were kept at Megler except for an emergency tank at Nahcotta. No tank cars were owned by the company and the tank at Nahcotta was carried up from Megler in a tender taken from one of the non-working locomotives.

In spite of all these improvements the Ilwaco Division still kept some of its country ways. When the salmon were running in the Columbia in the early fall, it was not unusual for the train crew to stop and net a few large fish for home consumption. One love-smitten fireman had the engineer

stop the train along the Columbia River so he could pick some flowers for his sweetheart in Ocean Park.

The train crew showed their community spirit in unusual ways. The Ilwaco Tribune recorded on December 30, 1911, that

Conductor Gold's train made its trips Christmas Day decorated in evergreens and holly berries and with a perfect picture of Santa Claus, wearing a genuine flowing beard, on the head of the engine, Capt. Gold says he ordered mistletoe [sic] bows for the car doors, but was unable to secure them.

Mr. Loomis died at his home on July 19, 1913, and was buried with Masonic honors in the Oysterville Cemetery beside his wife, who had preceded him in death by two years. A special train drew the funeral party from Loomis Station to Nahcotta, as was done at the time of Mrs. Loomis' burial.

Criticism of the ways of the railroad continued under the new management, for the O. W. R. & N. Company found the line was not profitable, and kept expenses to a minimum.

But with county taxes of \$18,000 a year who can blame the management?

World War I brought troops to the region, some to cut the remaining stands of white pine, and others to guard the beach. The life-saving station at Klepsan, established in 1889, was reinforced, as was the station at North Head. Upon several occasions when additional help was needed the railroad transported the lifeboat and crew from Klepsan to the nearest point where it could go to aid a distressed ship.

But it was the automobile that caused the Ilwaco Division to go into a



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real decline. A road was built from Long Beach to Ocean Park in 1911, and those who could afford automobiles wanted them on the peninsula, which was inaccessible by road. The fare for transporting an automobile from Portland to Ilwaco by boat was \$80. After the war the fare from Astoria to Ilwaco was \$13, but the owner of the car had to load it on a flatcar at Megler for the ride to Ilwaco himself, and also unload it. The railroad did provide the necessary planks for this operation.

Recognizing an opportunity in the railroad's lack of interest in the automobile business, an enterprising businessman established an eight-car ferry from a point near Astoria to McGowan, from whence a road ran to Ilwaco. Two trips were made daily and the tariff was from \$3.50 to \$5.00 depending on the weight of the automobile. Spurred by this competition the railroad extended the road to Megler, reduced its rates, and began ferrying automobiles across the Columbia. The building of a bridge over Bear Creek in 1922 joined the peninsula to South Bend by road and made it much more accessible for automobiles.

Chinook and Ilwaco shipped large quantities of canned salmon over the railroad to Megler for trans-shipment to the east. But the oyster business declined from 1,200 to 2,000 sacks per week to a mere 200 or 300 sacks. The native oysters were dying out, and while the price

of oysters rose fifteen hundred per cent, the industry declined. The substitution of a larger oyster from Japan did not prove successful in recapturing the fresh native oyster business.

The Union Pacific strove to keep the railroad going by advertising that the line was "Safe, Convenient and Adequate," and that it offered "Rates lower than before the War," that its trains "pass directly in front of all the beach hotels," and by offering "Special Low Summer Rates from All Points to North Beach," but all was in vain. A consolidated high school was opened at Ilwaco in 1921 and pupils from all points on the railroad used the trains to attend school for several years. But soon a school bus was in operation, and the winter service on the railroad declined to one mixed train a day. Meanwhile the automobile continued to increase in numbers with improved roads, and in the mid-twenties the Union Pacific petitioned the Interstate Commerce Commission for permission to abandon the line.

Hearings were held in Astoria and the local residents were successful in combating the petition. But local patronage also declined. The Union Pacific petitioned again and again until permission was finally granted.

The last train southbound left Nahcotta on September 9, 1930. The two coaches were pulled by the little used No. 2 Mogul to the original terminal point at Ilwaco.

co. Along the route the train was greeted by old friends who bemoaned belatedly the end of the railroad that had served them so faithfully for over forty years.

Locomotives 1, 3 and 4 were shipped from Ilwaco to a Portland junkyard, where they were scrapped and shipped to Japan. No. 2 was put to work hauling track and equipment from the Nahcotta end to Ilwaco for scrap. An imaginative resident of the peninsula purchased one of the day coaches for \$25 and added it to his home. This started a rush which ceased when all twelve pieces of passenger equipment had been purchased by local people. Sold minus tracks but with couplers and brake rigging, a number of the cars can still be seen serving as summer homes or in other capacities. The boiler of No. 2 was sold to a laundry in Astoria.

The Washington State Highway Department acquired title to most of the old right-of-way, and the modern highway up the peninsula from Long Beach runs over it. So does most of the highway to Megler from a point a mile or so east of Ilwaco. The tunnel under Fort Columbia was widened for vehicle travel. The surviving remains are a few rails on First Street in Ilwaco and the freight depot there, the depot at Seaview which is now a tavern, and the flag stop station at Tioga, looking now like an old-time shack. A few places between Seaview and Ilwaco, and at the Y, one can still see evidences of the old roadbed. But they are rapidly disappearing.

America's westernmost railroad was a completely equipped narrow-gauge line offering regularly scheduled passenger and freight service, but the area it served was isolated from the population centers. When the automobile made the Oregon beaches below Astoria easily accessible to the people of Portland, the little railroad beside the sandy Pacific beaches became a memory.

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OLD-TIMERS

Mr. Herbert Abraham, Seaview, Washington.
Mrs. James Leggett, Ocean Park, Washington.
Mr. Charles H. Fitzpatrick, Ocean Park, Washington.
E. Tinker, Long Beach, Washington.

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Waves from the Past Salvaging Salmon And Steelhead Trout At The Grand Coulee Project

By A. J. Suomela
Associate Aquatic Biologist, U.S. Bureau Of Fisheries, 1941.

It has been calculated that the annual income of the fisheries of the Columbia River is approximately \$10,000,000, and the total value to the economic structure of the nation exceeds \$15,000,000. In order to maintain this important industry every precaution must be taken to perpetuate this important food resource.

This major industry of the Columbia River had its inception in 1856, when Hapgood Hume and Company established a cannery at Eagle Cliff, Washington. In the years that followed, this industry developed rapidly. In 1883 there were 39 canneries operated, and at no time since that year has this number of operating canneries been exceeded during a single fishing season. Eleven canneries were maintained and operated during the season of 1939.

The commercially important salmonoid fishes of the Columbia River are the chinook, blueback, silver, and chum salmon, and the steelhead trout. The spring chinook, blueback, and the steelhead form some of the most desirable stock of fish ascending the river. A portion of the runs of those three species spawn in the high tributaries of the Upper Columbia. It has been estimated by the biologists of the Bureau of Fisheries that 90 per cent of the salmon passing Rock Island Dam spawn in the tributaries of the Columbia above the site of Grand Coulee Dam.

For many decades the tributaries of

the Columbia have been harnessed for irrigation, power, and for industrial purposes. One of the first attempts at irrigation in eastern Washington was in 1867. The dams constructed in those early years were probably built of rocks or logs and since the demand for water was not heavy, high dams for diverting water were not necessary. Rapid development in agriculture and increased demands for electrical power necessitated the erection of larger barriers to harness the streams for this dual use.

Today, there is under construction in the Upper Columbia River one of the largest dams in the world -- the Grand Coulee Dam. The height of the dam from the base of its foundation to its superstructure will be 553 feet. There will be a 330 foot spill at the structure, this height being the distance from the water level below the dam to the crest of the spillway. The great height of Coulee Dam and the turbulence below it were factors which eliminated construction of fish protective devices at the barrier. Since 90 per cent of the salmon passing Rock Island Dam spawn in the tributaries above Grand Coulee, and since they are now blocked off from their "parent" streams, it was apparent that a part of this major food resource was threatened by the construction of Grand Coulee Dam.

Salmon and steelhead are anadromous fishes, that is, they spend part of their existence in the ocean and return to fresh water to spawn. The young of the blueback and spring chinook salmon and

steelhead trout remain in fresh water a year or more before they start their downstream journey to the ocean. It is a proven fact that these species return from the ocean with a great degree of certainty to spawn in the tributaries in which they were hatched, or reared and liberated. Since these fish return from the ocean to their "parent" streams, it is evident that they must have access to the spawning grounds from which they came in order to reproduce their kind. If a spawning tributary is blocked and the salmon cannot utilize the area below the barrier those fish will perish unless some means of salvage is undertaken.

In order to perpetuate these runs of salmon and steelhead trout that were faced with destruction at Grand Coulee, a permanent plan of artificial propagation was formulated to foster and maintain these runs of fish. Briefly, this plan is as follows: Since it was impossible to install trapping devices at Grand Coulee it was decided to trap the adults during their spawning migration in the fish ladders at Rock Island Dam, near Wenatchee, Washington. From Rock Island Dam the adult fish will be transported to the holding ponds at the hatchery on Icicle Creek in which to ripen, after which the eggs will be taken. The eggs are to be hatched either at the Icicle Creek Hatchery, or at the substations located on the Entiat, Methow, and Okanogan Rivers. The young fish will then be planted in those streams, all of which enter the Columbia below Coulee Dam.

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construction of the dam had progressed to such a point that it was no longer possible for the migratory fish to go beyond it. Also, the permanent program of artificial propagation devised to care for the run was inoperative because of legal difficulties in obtaining sites for hatcheries. Therefore, an emergency salvage program was planned to handle the runs during hatchery construction.

Since no hatcheries were available it was necessary to plan this program whereby the fish could spawn naturally. The run could not be allowed to reach Grand Coulee because they could neither pass the dam nor be trapped or removed from the river below it. All of the necessary equipment for trapping and hauling, to be used in connection with the permanent program, was ready to handle the run in 1939. Trapping devices had been installed in the fish ladders at Rock Island to intercept the fish on their spawning migration, and specially built fish trucks were at hand to transfer those fish to the holding ponds at Icicle Creek. These facilities were used in the emergency program to trap and haul the fish to the Wenatchee and Entiat Rivers, Nason Creek, and to Wenatchee and Osoyoos Lakes. These streams and lakes are known to be suitable for the species thus transplanted from information secured through the stream surveys conducted by the Columbia River Investigation.

There follows a brief account of the emergency salvage operations conducted during the season of 1939.

Trapping of fish

Rock Island Dam is owned and operated by the Puget Sound Power and Light Company, and located approximately 12 miles down river from Wenatchee, Washington. There are three fish ladders at the dam, commonly known as the east, middle, and west ladders, into which trapping devices were installed to catch the fish as they ascended the ladders on their journey upstream. There are three principal compartments in each trap, namely, collecting pool, brail, and elevator or fish hoist. As the fish ascend the ladders they are led into the collecting pool, thence to the brail, and from the brail into the elevator from which they are loaded into the specially built tank trucks.

The collecting pool was used in separating the blueback from the chinooks during the period when the run of blueback salmon appeared at the dam. The run of this species occurs at about the same period when the run of chinook salmon is at its peak. Since the blueback enter lakes on their spawning

migration it was necessary to segregate the blueback from the chinooks in hauling operations. Blueback and chinook alike were trapped in the collecting pool. The blueback, which only average about 2 1/2 pounds, were then allowed to enter the brail through a picket section, known as separating pickets. The spacing between these pickets was 2 1/2 inches, enabling only the blueback and other smaller fishes to pass through and the chinooks in this manner were retained in the holding pool until the blueback had been unloaded from the brail. Then the separating picket section was removed and the chinooks entered the brail to be loaded in the trucks and hauled to the streams.

Prior to loading the fish into the elevator, the grilled floor of the brail is raised to the proper height, thus concentrating the fish near the elevator tunnel, through which they swim into the elevator bucket.

The fish entering the elevator are enumerated by species and as soon as the desired lead has been counted in, the lead is hoisted to the truck platform where fish, plus 500 gallons of water, are discharged into the fish compartment of the truck containing an equal volume of water.

Fish Trucks

During the season eight specially built fish trucks were used in transporting the fish to the streams and lakes below Grand Coulee Dam from the traps at Rock Island.

The fish compartment in each truck has a capacity of 1000 gallons of water; the water in the tank being circulated by means of a gasoline-engine-driven centrifugal pump. There are two such auxiliary motors and pumps installed on each truck. The water in the fish compartment is aerated by injector tubes entering a venturia in the pump discharge pipe.

Ice storage cooling systems on the trucks reduce the temperature of the water in which the fish are hauled to nearly that of the stream in which they are planted. Flow control valves are operated from the cab of the truck, permitting the adjustment of water circulated through the system to obtain the necessary change in water temperature during the fish hauls. The compartment in which the cooling coils are located has a capacity for 1200 pounds of ice. As an aid in regulating the water temperature in the truck cork was used to insulate the entire exposed surface of the fish and ice compartments.



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Weirs

Picket racks, or weirs, were constructed in the streams and at the outlets of the lakes to prevent the transplanted fish from wandering downstream and back into the Columbia again.

Observations

Constant observations were made and records kept during the season's transplanting operations, which included the spawning activities of the fish after liberation. Briefly, this work entailed some of the following items: The fish were enumerated by species when loaded, and the number of each species liberated in the streams was recorded. The temperature, pH, alkalinity, carbon dioxide and oxygen content of the water in the fish laden trucks were determined prior to their departure from Rock Island. These chemical analyses were repeated upon the arrival of the trucks at the unloading stations. Similar analyses of the waters in the streams and lakes into which the fish were planted were made. Observers at the weirs noted conditions at those locations and constant observations

were made by biologists of the Bureau of conditions on the lakes and streams. The field personnel recorded the mortality of the fish during hauling operations, and the mortality of the fish in the streams and lakes prior to spawning. Observations were also made of the spawning activities of the fish, which included such data as: The amount of spawning area required for a pair of spawning salmon, the development of the eggs, and the growth of the fish after hatching.

Dates and number of fish hauled

The transportation of fish from Rock Island commenced on May 1 and terminated on December 9.

Spring chinooks and steelhead were hauled to Nason Creek from May 1 until June 21, inclusive. The first load of fish transplanted into the Entiat was on June 22. On July 9 the first blueback were liberated into Lake Wenatchee, and on July 15 the first load of this species was dispatched to Lake Osoyoos. On July 18 the Wenatchee River received its initial load of fish.

The fish appeared satisfied to remain in the streams and lakes where they

were placed and as they became sexually mature they scattered over the gravelly areas of the streams and spawned.

The mortality of the fish in the hauling operation was exceedingly low. The mortality of the fish in the streams before spawning was that which could be expected under normal conditions, with the exception of the Entiat River, where loss occurred, due, it is believed, to a bacterial fungus infection.

The longest fish haul from Rock Island was to Lake Osoyoos, a distance of approximately 151 miles. The lengths of the other hauls varied from 55 to 60 miles.

The number of salmon and steelhead hauled from May 1 to December 9, inclusive, is as follows:

Chinooks, 11,208; blueback, 19,591; steelhead, 5,427; and silvers, 13; or a grand total of 36,237 food and game fish salvaged during the season of 1939.

(Address delivered at the Eighth Annual Canned Salmon Cutting Demonstration, Seattle, March 14, 1940.)

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Preserving Our Past

The Columbia River Maritime Museum has embarked on an oral history project that pairs high school students with community elders to collect the memories and histories of lower Columbia River residents. These histories, along with historic photos from our archives will be made, by the students, into an extensive web-site where learners of all ages can research specific topics such as canneries, lifesaving stations, gillnetting, Astoria during World War II, horse seining, and more. Because of its Internet application the project will have the potential of reaching students throughout the Northwest and nation-wide. To make this project as successful as possible, we need your help. Do you or someone you know have a story to share about life or work on the Columbia? Help us bring our rich history alive for students today and for future generations. To find out more about this project or to volunteer to tell your story, call Patricia Turner Custard at the Museum at 503-325-2323.

Lim promotes deep-draft port at Astoria

Portland state senator wants to stop region losing business opportunities

By MARK HINES
Of The Daily Astorian

An Oregon state senator is pushing to explore the advantages of creating a regional deep-draft port near Astoria over continuing to deepen the Columbia River to accommodate a worldwide trend in larger shipping vessels.

Sen. John Lim, R-Portland, recently introduced Senate Bill 1307, which would create an Interim Deep Draft Port Task Force to study the feasibility and effects of creating a deep-draft port.

But Lim, who is chairman of the Senate committee on trade and economic development, saw his plans halted by fellow committee members before the ink on his bill had a chance to dry.

A majority of the five-member committee oppose even investigating the idea of building a deep draft port near Astoria, Lim said.

"I was surprised that even the study itself was met with so much opposition," he said.

The Port of Portland and other stakeholders on the river also voiced strong opposition to considering alternatives to channel deepening, Lim said. They fear studying alternatives might jeopardize federal funding for the U.S. Army Corps of Engineers' plan to deepen the Columbia River navigational channel, he said.

The U.S. Congress has conditionally approved the \$183.6 million plan to dredge for more than 100 miles from the Pacific Ocean to the Port of Portland. Congressional authorization of \$105.6 million in federal funds is contingent upon the U.S. House of Representatives and the U.S. Senate reconciling two separate water resources development bills, expected to happen by the end of May.

As the channel dredging plan moves forward, the state bill to study alternatives is "dormant," Lim said. He hopes to revive the bill during next year's legislative session, though.

After this legislative session is over, Lim plans to form a small task force, a subcommittee of the trade and economic development committee, to investigate the potential for developing a regional port near Astoria. A public meeting will be held in Astoria in late summer or early fall to

encourage public involvement and gauge the level of support.

If passed, Lim's state bill would create a nine-member task force appointed by the governor and composed of a staff member from the governor's office, an official of the Oregon Economic Development Department, two port commissioners from the Lower Columbia Region, and five members from public and private organizations concerned with maritime commerce and international trade.

The task force would be charged with studying alternatives to the Columbia River channel deepening project; studying the feasibility of creating a deep-draft port near Astoria; evaluating the economic and environmental effects on both proposals;

and preparing a report to be submitted to the governor and the Legislature.


Clatsop County, the Port of Astoria, the City of Astoria, the Columbia River Estuary Study Taskforce, and the Clatsop County Republican Central Committee have all gone on record as opposing the plan to deepen the Columbia River channel, in its present form. The agencies support exploring the creation of a deep draft regional port facility in the Astoria area as an alternative to channel deepening.

Aaron Ellis, maritime public affairs manager for the Port of Portland, said the port is opposed to Lim's bill because it ties the Astoria deep-draft port study to channel deepening. The Port of Portland isn't opposed to fur-

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their independent study of the super-port if kept separate, he said.

On April 29, the Pacific Northwest Grain and Feed Association's Jonathan F. Schlueter said grain exporters opposed a deep-draft port in Astoria, saying it would detract from efforts to deepen the Columbia River channel, would do nothing to stimulate exports and wasn't cost-effective because of limited rail service.

Lim said he now supports deepening

the channel from 40 to 43 feet from the Pacific Ocean to the Port of Portland as a short-term solution for handling larger vessels. "I don't want to jeopardize the funding from the federal government at this time," Lim said. "But we can not continue to dig and dig and dig. I believe some time in the future we need to look at some kind of alternative to the Port of Portland because ships are getting bigger."

The Port of Portland will not be able to keep up with a world trend toward larger container ships with deeper drafts, he said. The region will begin to lose a significant number of ships to other West Coast ports if a deep-draft port facility closer to the Pacific Ocean is not built, he said.

Editor's Note - The Port of Portland doesn't want anything to happen to their gravy train - period. Astoria has tried for 70 years to get a deep water port.



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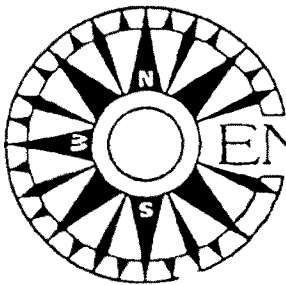
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The Worldwatch Report: Atlantic salmon face perilous waters

By Anne Platt McGinn

Since March 1998, New Brunswick salmon growers have slaughtered more than 1.2 million salmon under provincial government orders in an effort to contain an outbreak of Infectious Salmon Anemia.

Although Canada's west coast is well known for disputes over the beleaguered Pacific salmon, it was the country's east coast salmon fisheries - wild salmon in the North Atlantic Ocean and farm-raised salmon in New Brunswick -- that made headlines last summer.

Early in 1998, the salmon population in the north Atlantic Ocean dropped to 114,000 mature fish -- its lowest point ever and barely half of what experts say was needed to meet minimum spawning targets. Meanwhile, salmon farmers in the Canadian province of New Brunswick were faced with the opposite problem: they couldn't seem to kill their crop fast enough to stop the spread of disease.

Since March 1998, New Brunswick

salmon growers have slaughtered more than 1.2 million salmon under provincial government orders in an effort to contain an outbreak of Infectious Salmon Anemia.

With the North Atlantic salmon fishery on the brink of collapse, all seven countries in the North Atlantic Salmon Conservation Organization in June 1998 agreed to a moratorium on commercial salmon fishing. While the ban alleviates one part of the problem, it leaves another critical part not addressed: some of the most serious pressures on Atlantic salmon come not from fishing, but from pressures on spawning grounds.

Rivers from Maine to Quebec have been blocked by hydroelectric dams and contaminated with effluent from pulp and paper mills for decades. The task of rehabilitating wild salmon stocks has been further complicated by the growing presence of salmon netcages for the fish farms that dot coastal waters. Farmed salmon can choke waters with their waste, dilute the genetic diversity of wild salmon through escaped fish, and transmit diseases to wild salmon.

In the farmed-salmon sector, about one-fourth of the industry was shut down for the 1998 season by the ISA epidemic. The disease, which suppresses the immune system and leaves the fish vulnerable to infection, exists at low levels in the wild. It was first detected in the Bay of Fundy more than a year ago and has since flared up, apparently thriving in the breeding grounds offered by the netcages that hold densely packed sal-

mon under intense feeding and growing regimes.

Once ISA or another disease takes hold in a fish farm, the fear is that it may spread uncontrollably and infect wild fish, invertebrates, seabirds, and perhaps even people. In fact, Scottish scientists have confirmed that thousands of wild sea trout in Northwest Scotland have been killed by diseases originating in commercial salmon farms. In response, infected salmon have been doused with chemicals to rid them of sea lice, one of the vectors that transmit ISA. However, some sea lice have developed a resistance to the pesticides, which may lead authorities to approve more toxic substitutes.

Arguably, these drastic measures could have been avoided, as these recent episodes are merely repeats of history: ISA outbreaks in the late 1980s and early 1990s in Norway cost an estimated \$100 million in economic losses. Rather than advocating the widespread use of toxic chemicals, officials in New Brunswick are requiring growers to incorporate cleaner operations -- lower densities of fish, greater distance between cages, and improved eMuent treatment.

Whether these measures will be implemented quickly enough to control the spread of the disease remains to be seen. Because salmon need a healthy environment, protecting them requires sound management on an ecosystem-wide basis.

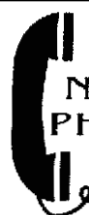
(Anne Platt McGinn is on the research staff of the Worldwatch Institute.)

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- Transportation of catch outside of the fishing area prohibited except by licensed buyer or by permit. Permits are available at the Deep River boat ramp.

Recreational Fishery

Deep River is open to salmon fishing August 1 - December 31. Wild coho must be released.

Further Information
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The MMPA Reauthorization and Exploding West Coast Marine Mammal Populations: A Time for Sound Wildlife Management Principles

West Coast populations of California sea lions and Pacific Harbor seals are increasing at an alarming rate. The current populations of both species are reported to be larger than at any other time in the past several centuries. These exploding populations are causing a number of serious problems including endangering public health and safety, destroying business opportunities, and preventing the recovery of endangered fish populations. Congress must address the problems resulting from exploding West Coast marine mammal populations during the 1999 reauthorization of the Marine Mammal Protection Act (MMPA).

The National Marine Fisheries Service (NMFS) released an official report on

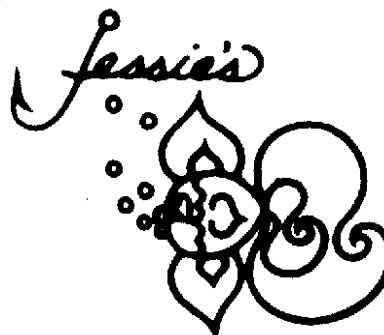
February 1999 titled "Impacts of California Sea Lions and Pacific Harbor Seals on Salmonids and West Coast Ecosystems". The report explains the problems these large mammal populations are having on living marine resources.

Specifically, the NMFS report indicates these uncontrolled mammal populations are: (1) negatively impacting human health, safety, and property use; (2) negatively impacting recreational and commercial fishing businesses by consuming bait, depredating hooked

fish, increasing the rate of mortality on fish populations, destroying fishing gear, and ruining the charter fishing experience; and (3) negatively impacting several West Coast threatened and endangered populations of salmon and steelhead trout.

The NMFS report contains sound recommendations, which should be actively supported by Congress. These include: (1) implementation of site specific management in cases where mammals are preying on depleted salmonid populations; (2) removal of impediments and agency support for testing nonlethal deterrent technologies; and (3) selectively reinstate authority for the intentional lethal taking to protect fishing gear and catch.

Members of Congress should recognize the serious problems stemming from exploding West Coast marine mammal populations are real and the impacts significant. The 1999 MMPA reauthorization provides an excellent opportunity to take the steps necessary to protect the health and safety of U.S. citizens, secure the viability of coastal businesses, and protect endangered fish species by managing marine mammal populations using sound wildlife management principles.



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New Schedule set for Hanford cleanup

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The new pumping schedule calls for 98 percent of the 6 million gallons of liquid waste left in 29 singleshell tanks to be pumped out by Sept. 30, 2003. The rest must be pumped out by Sept. 30, 2004.

The process is "like drawing water out of a sponge," and the last liquid to be removed takes the longest to pump out, said Lloyd Piper, the DOE's deputy Hanford manager.

The department also will increase funding for tank stabilization from not quite \$10 million now to \$35 million for fiscal year 2000.

The 560-square-mile Hanford Nuclear Reservation contains the

nation's largest stockpile of radioactive waste from the production of plutonium for nuclear weapons. The contents of many of the tanks, which date to World War II, are not fully known.

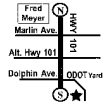
Sixty-seven of Hanford's 149 single-shell tanks are believed to have leaked more than 1 million gallons of radioactive waste into the soil and ground water.

So far, the liquid in 119 of those single-shell tanks has been pumped out and put in newer, double-shell underground tanks for interim storage.

The consent decree has a cleanup plan for 29 of the remaining 30 single-shell tanks. The other tank, C-106, is being handled under a different program.

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Andrea Tolonen is writing a monograph on Boat Building Finns for the Finnish-American Historical Society of the West.

If anyone might be of assistance in locating Finnish boat builders, owners of Finnish-made boats, or anyone who remembers a story about either, she would very much like to contact them. Her Dad was an owner of and builder at the Columbia Boat Building Company, which turned out many gillnet-

ters in its day, so this subject is very special to him. He would appreciate any help you could give him. On another subject, have you ever heard of a boat by the name of "Flights End Local?"

It was built by the CBBC--one of it's last. She and her brothers are trying to locate it for sentimental reasons.

Andrea Tolonen,
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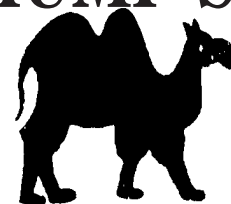
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Bristol Bay Sockeye Run 1999 - 40 million fish

What discouraged fishermen in the 1999 fishery, with a run estimated by the Alaska Department of Fish and Game at 39 million sockeye, was that when the explosion of reds hit Bristol Bay, the volume overwhelmed processors, who had to limit or halt deliveries.

By July 8, state fishery biologists calculated a total catch of about 16 million pounds of fish, far ahead of the expectations of processors, who were also hurting from two years of low harvests. But by July 9 that rush of salmon was fading and hopes of a bonanza season dimmed.

In fact, the catch was right about at the 20 year average of traditional catches, said Herman Savikko, a state fisheries information officer in Juneau.

"Going into the season, I think fishermen thought they would get at least as good as last year, \$1.27 (per pound) on average, with all processor year end bonuses figured in that price," he said.

"Given the fact that they had such poor returns the higher prices eased some of the pounds. This year's expectation was for a lower catch and at least the same price. SO as the fishery began to develop, we ended up having a significant push of fish on June 30 and July 1st and 2nd," he said.

Processors simply were not up to handling the capacity of the years when they were used to getting 25 million to 30 million sockeyes, he said.

The 20 year average, not counting the 1997 and 1998 seasons, was a run of about 38 million fish, he said.

Wayne Jackson, head of retail

marketing for the Alaska Seafood Marketing Institute, said the tear sheets from grocery stores indicated a lot more promotions in 1999 identifying the fish as Alaska or Bristol Bay sockeye salmon.

Average retail prices in the continental United States were \$4.99-\$5.99 a pound, he said. Kroger stores in Cincinnati ran Independence Day ads offering headed and gutted sockeyes for \$5.99; sockeye steaks for \$6.99 a pound and filets for \$7.99 a pound, he said. Jackson attributed the domestic market to ASMI efforts through workshops, seminars and other activities to promote wild Alaska salmon.

"There is definitely some romance in the marketing of Alaska," he said. "You can't really do that with farmed salmon."

"I'm optimistic. The outgrowth is we are starting to see more Alaska seafood identification. That's kind of a subtle way of taking on the farmed salmon folks. And the product in the stores is beautiful, so obviously there had to be some quality steps taken at the food chain," he explained. "(Sockeye) at \$4.99 to \$5.99 a pound is a very good consumer value."

An Anchorage buyer of sockeye, speaking on condition of anonymity, said he thought domestic markets for sockeye were down slightly, but that processors were getting a higher price. Final prices and bonuses to fishermen are still to be announced.

Meanwhile, state fisheries biologists are monitoring the fall chum salmon run which has been entering the Yukon River since mid-July. "We are continuing to evaluate the run and de-

termine whether we can have a commercial fishery opening," said Larry Buklis, regional research biologist for the Arctic-Yukon-Kuskokim region.

By early August, first projections are due on a run that would take place throughout August and through mid-September in the Lower Yukon River.

The last fall chum commercial fishery for that area was in 1997, with a harvest of 58,000 fish.



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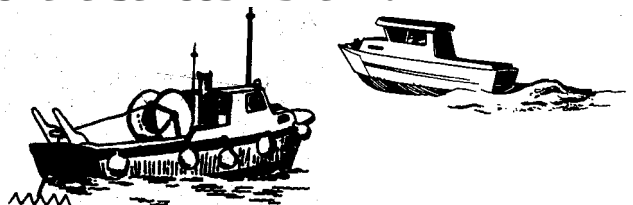
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Fertilizers creating dead zone in gulf

A 7,000-square-mile dead zone in the Gulf of Mexico which has been attributed to fertilizer runoff is growing worse, said researchers attending the national meeting of the American Association for the Advancement of Science in mid-January at Anaheim, Calif. The only solution, say experts, may be to change agricultural practices being used by farmers throughout the Corn Belt.

Nitrogen from the fertilizers used by farmers in the mid-west washes down the Mississippi River during the spring and summer and into the Gulf of Mexico where the nutrients cause an algae bloom that strips the water of oxygen. The waters so affected can no longer support fish and shrimp and create a massive "dead zone." This zone is said to have doubled in size since 1992, and persists from May until October.

Otto Doering, a professor at Purdue University was quoted as saying that some of the nitrogen dumped into the Gulf comes from natural sources and from cities and industry....but "agriculture uses 6.5 million metric tons of nitrogen a year and is clearly a major player."

Natural-born killers Too many sea lions, too few salmon?

In the wild, it's not exactly a fair fight between salmon, which are biologically wired to swim from the Pacific Ocean into the mouth of a river, and the sea lions, which lounge there in waiting. Nature did not intend any mystery in the outcome of this not-so-chance encounter. It intended there to be an abundance of salmon so that enough would survive a gorging by the sea lions to make it upstream. There the salmon are to spawn and die, with their offspring to repeat this remarkable cycle of aquatic life.

Nature these days, however, is simply out of whack. Salmon populations are declining while those of sea lions, protected from hunting for more than a quarter century, are approaching their optimally sustainable levels. In a politically bold action, the National Marine Fisheries Service has suggested the killing of some of the sea lions that account for a large percentage of the predation on the Northwest coast. According to the agency, these sea lions and Pacific Harbor seals "can prevent or delay recovery of declining fish populations."

The reaction to the proposal has been all too predictable. Some environmental groups have rushed to the rescue of the seals and sea lions, saying they shouldn't be shot as the scapegoats for years of resource mismanagement. The groups can put up as tough a public-relations fight as a legal one. The sea lions are protected by the Marine Mammal Protection

Act of 1972. Fifteen different salmon populations are protected by the federal Endangered Species Act.

It would be comforting to focus on a salmon solution that addresses solely the logging practices throughout the Pacific Northwest that have undoubtedly caused considerable harm to the salmon by choking their spawning grounds with sediment. What the Fisheries Service reminds us, however, is that it needs a variety of management tools, such as killing unusually voracious predators, even cute ones. This is a harsh and disturbing reality. Yet from a scientific basis, it is hard to dismiss. On one river in Oregon, sea lions have swum 128 miles up stream to feast just below a salmon fish ladder.

The imbalance between the sea lions and salmon is but one of many predation crises that challenge policy makers throughout California. In the Sacramento-San Joaquin Delta, for example, public perception wrongly blames loss of young salmon on the pumps that feed the aqueduct heading to Southern California. According to repeated state studies, however, as many as 98 percent of the salmon that flow toward these pumps are killed not by the pumps, but by other fish, namely striped bass, an introduced species that nature didn't intend to thrive in the Delta.

If resource policy is determined by sensibilities rather than science, the salmon simply may not have a fighting chance.

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Virus found in cod and pollock

According to an article in the Fall-Winter issues of Oregon's Agricultural Progress, scientists at Oregon State University's Hatfield Marine Science Center here have discovered a new threat to Oregon fish—an exotic virus.

Hundreds of young tomcod, Pacific cod and walleye pollock caught in Puget Sound last spring were found to be infected with the North American strain of the hemorrhagic septicemia virus.

The virus is a variant of the European trout virus previously found in Pacific herring and cod from Alaska to Washington.

Paul Reno, a microbiologist with OSU's Coastal Oregon Marine Experiment station, part of the Hatfield Marine Science Center, said the fish were caught near Port Townsend, Washington, and brought to the experiment station last summer. They were to be used by the National Marine Fisheries Service in a 10-year research project on the behavior of juvenile walleye pollock.

However, it was clear almost immediately that the fish were sick, and their disease was quickly diagnosed as the hemorrhagic septicemia virus.

As soon as the scientists determined the cause of the sickness, the fish were killed to prevent the spread of the infection. Follow-up tests showed that 90 percent of the fish that were destroyed had the virus.

Humans can't contract this virus, but in fish it acts much like the human ebola virus, which causes massive internal bleeding.

According to the report, fish in Oregon waters have not been found to be infected with the virus. However, Rich Holt, a senior fish pathologist with the fish and wildlife department, said that because the virus has been found in cod and herring from Alaska to Washington, it is suspected of also being in Oregon waters, although this has not been documented.

The virus carries little threat to salmon, says the ODFW, even though they feed on herring and other species susceptible to the virus.

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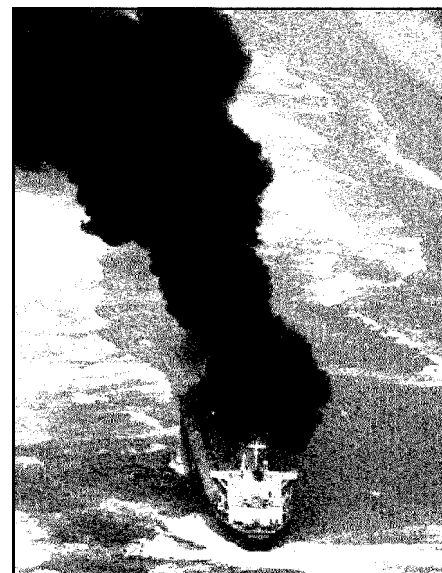
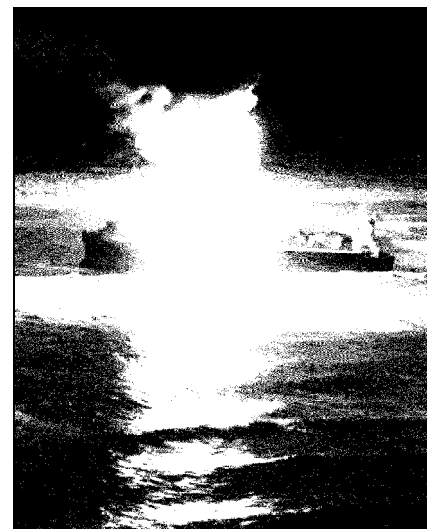
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Ocean Fishermen brace for November cutbacks

Industry leaders warn about potential trawl fleet reductions

By MARK HINES, Of The Daily Astorian

Commercial fishermen and processors should prepare for a big hit to the groundfish fishery this fall that will shake coastal communities across the West Coast.

That is the word from industry experts, who predict the depletion of four species will put some people out of business.

A number of industry experts addressed the issue at an Astoria-Warrenton Area Chamber of Commerce sponsored panel discussion Thursday.

Hans Radke, a fishery economist and vice chairman of the Pacific Fisheries Management Council, estimated the West Coast trawl fleet will be reduced by 50 vessels as a result of catch reductions.

"It will either be a strangling, long slow death or a quick cut," Radke said, depending on whether the council makes swift, severe reductions or strings it out over time and what federal disaster relief might be available.

"There are going to be large changes and the industry is going to have to face those decisions," Radke said.

"It's not totally bleak, but there certainly are some tough decisions facing us."

Pacific Fisheries Management Council Chairman Jim Lone recently wrote to the governors of the three West Coast states urging them to respond to an impending "disaster" in anticipation of the severe catch reductions the council will have to make in November.

Populations of bocaccio, Pacific Ocean perch, canaryfish, lingcod and cowcod are at low enough levels that the council, which determines the groundfish catch for the West Coast, will be forced to make cutbacks, as mandated by the Sustainable Fisheries Act of 1996, council members say.

Lone asked the governors to push for disaster relief, as authorized in the Magnuson-Stevens Fishery Act.

Under the act, the governor of an affected state or fishing community may request the U.S. Secretary of Commerce to determine a fishery re-

source disaster exists and Congress can then appropriate funds to buy vessels to reduce the fleet or provide other forms of financial assistance.

Bob Eaton, executive director of the Pacific Marine Conservation Council in Astoria, has also written to the governors requesting disaster relief.

While the total number of groundfish looks good, the healthy species such as dover sole cannot be harvested without inadvertently catching depleted species like lingcod, Radke explained.

Fishermen need to find ways to catch dover sole without killing other species, but they don't have the data to determine how to make those management decisions, he said.

Brian Culver, biologist and resource manager for the Washington Department of Fish and Wildlife who chairs the PFMC's groundfish management team, said the council is mandated to manage on the best available

science, but unfortunately that is incomplete. There are many uncertainties about the number of total groundfish, as well as the health of many species.

The federal trawl fleet buy-back program has stalled and the downward trend of many stocks continues. Recent studies suggest some species are being harvested faster than they can replace themselves, Culver said.

Council members will have to weigh the biological risks of continued fishing against the social risks of making a drastic cut in November, then take a calculated gamble, he said.

The council has continued to allow a year-round fishery but it's questionable whether it can keep it open year-round and meet the requirements of the law, he said.

"These are some very challenging questions we will have to try to answer this fall," Culver said.

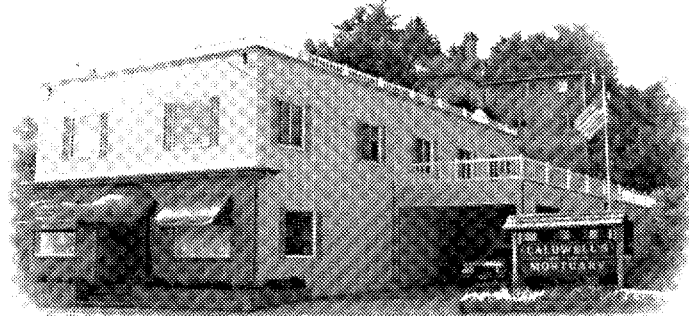
Joe Easley, manager of the Oregon

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Trawl Commission, said processors have already been hit hard in recent years with increased regulations and it's difficult to maintain crews if they aren't operating yearround. He raised doubts the processors and other existing infrastructure would survive the cutbacks. "The groundfish have been the glue that's kept the industry together and paid the processors' overhead," Easley said.

Drinking, domestic violence and other problems are likely to increase in Astoria and other fishing communities as a result of the stress that comes from people not being able to provide for their families, Easley said.

A commercial fisherman criticized Easley for being too negative, and another audience member criticized managers for not funding enough research to be able to make good decisions.

Easley said fishermen are not to blame for the impending crises.

"It's not fisherman's fault. It's the agencies' fault for not spending the money to collect the data from the get-go."

A Wave Goodbye



Wilmer Johnson

Mr. Johnson was born December 24, 1909 in Kalama, Washington. He died September 15, 1999 at age 89. He began fishing in the Columbia River near Cascade Locks as a young man and later was a commercial fisherman out of Altoona, Washington, for many years.

He lived in Altoona for 67 years until moving to Vancouver in 1998. He married Stella Glazier in 1931; she died in 1998. Wilmer Johnson

was very active in the Fisherman's Union. He raced in many fishboat races during the Astoria Regattas. In 1963 he was one of the winners in his boat class.

Elmer C. Raitanen

Loading engineer, 74

Elmer C. Raitanen, 74, of Astoria died Sunday, September 12, 1999 in Astoria.

Mr. Raitanen was born December 13, 1924 in Astoria, to Onni and Hanna Karanen Raitanen. He attended Walluski Grade School and later Gray and Lewis & Clark Schools. He graduated from Astoria High School, and played in numerous basketball

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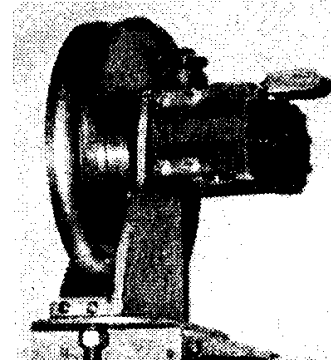
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tournaments locally and back east.

During World War II, Mr. Raitanen served on board the Liberty Ship U.S.S. Alnitah AK-127 in the South Pacific. He was a quartermaster.

He went to work for W.W. Logging as a loading engineer after the war. He worked for various logging companies, including Pete McCoy and Howard Johnson.

During his retirement Mr. Raitanen enjoyed sport fishing and crabbing with friends. His hobbies were carving wooden boats and ducks. He was fond of radio-controlled airplanes. Mr. Raitanen was a life-long member of the American Legion and the Columbia River Fishermans Protective Union. He was a member of the First Congregational Church.

Gilbert Pitkanen

Commercial Fisherman, 77

Gilbert Pitkanen of Astoria, died Monday, March 30, 1999, in Portland.

Mr. Pitkanen was born April 18, 1921, in Astoria to Charles and Jennie Matta Pitkanen. Both his parents immigrated from Finland. Mr. Pitkanen graduated from Astoria High School on Jan. 18, 1940.

During his last couple years of high school and a year after graduation, Mr. Pitkanen rented a 25-foot boat and gillnet fished on the Columbia River.

From 1941 to 1942, he worked at Boeing Corp. in Seattle as an airplane mechanic. He was a ship fitter from 1942 to 1943 in the Lake Washington Shipyards.

On March 12, 1943, he entered the U.S. Army Air Force. He was appointed Master Sergeant on Nov. 1, 1944, and shortly after was appointed Warrant Officer Junior Grade, with a specialty of marine engineer. He served in the military until 1947.

Family members say Mr. Pitkanen spent most of the remainder of his life doing what he loved - commercial salmon gillnet fishing on the Columbia River and at Cook Inlet in Alaska.

On Jan. 28, 1950, he married Louella Close. She died in June 1990.

Mr. Pitkanen was a member of the Astoria Elks and Legion clubs for many years. He enjoyed dancing, spending time with his family and friends, sport fishing on his boat.

Grace Savola

Grace Edna Savola, 81, a resident of Hoquiam, Washington for 56 years, died Thursday, April 1, 1999 at her home. Edna was born December 10, 1917 at Knappa, Oregon to Albert and Mable (Tripp) Ennis and grew up on the family farm.

Following her graduation from Knappa High School in June of 1935 she worked as a housekeeper and was also employed at the Bumble Bee tuna cannery in Astoria, Oregon. She married Edward "Mike" G. Savola on March 12, 1938. The couple resided in Astoria, Oregon for four years following their marriage before moving to Hoquiam, Washington in 1943.

The couple owned and operated Raytheon Marine Supply at Hoquiam from 1947 until 1951, moving the business to a different address in Hoquiam in 1952 and changing the name of the company to Marine Supply. In 1961 they rounded Harbor Net & Twine Co.

The couple ran the business together until Edward's death in 1982, at which time she operated both companies until the sale of the net and twine machines in September of 1993. Edna continued to operate Marine Supply until her retirement in June of 1998.

Amelia Puustinen

Bristow ..

Knappa Svensen resident, 93

Amelia Puustinen Bristow, 93, of Astoria, died Sunday, Oct. 24, 1999, in Astoria. Mrs. Bristow was born May 3, 1906, in Seaside, to Paavo and Riika Hartikainen Puustinen. She

moved with her family to the Svensen area in 1910; she was 4 years old.

She attended grade schools in the Knappa-Svensen area and graduated from Knappa Union High School in 1924. During high school, Mrs. Bristow was a member of the championship girls basketball team. Family members I say she was awarded "Outstanding Player" of the team. After high school, she worked at various jobs in Portland before World War II. During the war, between 1943 and 1945, she worked in the Kaizer Shipyards. After the war, Mrs. Bristow returned to the family farm in Svensen to live and work.

During the harvest season, Mrs. Bristow would work at the Fred Baker Berry Fields in Gresham (from the late 1940s to the 1960s).

She married Russell Bristow on Aug. 24, 1972, in Springfield. He died earlier.

Mrs. Bristow was an avid deer hunter and had "Camp Hope" in the LaPine area from 1948 to 1987. She enjoyed gardening and raising eatables, rock hounding and her Finnttrsh. heritage and saunas. Her family will miss her so much, they say, and will always remember how she looked forward to getting together with friends and family. Mrs. Bristow was a member of Crossroads Community Church and a longtime member of the Svensen Grange.

She is survived by a brother, Ike Puustinen of Juneau, Alaska; four nieces and a spouse, Ina and Jon Westerholm of Springfield, Alice Steege of Independence, Audrey Acord of Juneau, Linita Brownell of Honolulu, Hawaii; and four nephews, Arvid Puustinen, Arnie Puustinen and Arthur Puustinen, all of Juneau, and Paul Puustinen of Svensen.

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Waves from the Past...

October 20, 1964 Initiative 4 - 29 Greyhound Buses Take Clatsop People on Upstate Trip



A record-breaking caravan of devoted campaigners for Salmon for All to defeat Initiative No. 4 November 3, Tuesday invaded Portland and the Willamette Valley.

Dramatically emphasizing the importance of this issue to Astoria and Clatsop County, the 1,000-strong army rode in 29 buses decked with streamers urging a No vote on No. 4.

Blessed by rare, unseasonable summer-like weather, the excursion broke away from Astoria 10 minutes after target hour of 7 a.m. and arrived at Portland city hall just before 10 a.m.

There Mayor Harry Steinbock presented to Portland Mayor Terry Shrink a proclamation urging that citizens of the city rally behind a No on No. 4 to save Astoria's primary industry--commercial salmon fishing on the Columbia River.

The Astoria and Knappa high school pep bands played as the crowd of Clatsop County volunteers--each of whom had paid \$15 for the privilege of joining the caravan--waved placards.

Caravan Heads South

It was approximately 10:20 a.m. when the city hall outdoor program broke up, the campaigners boarded buses and the police-escorted caravan headed south.

Despite reports that several buses had been lost along the way, the entire caravan arrived on schedule in Salem at 11:45

a.m. The "lost" buses had stopped for gas but caught up by arrival at Salem.

Entering the city, the pep bands began to play, attracting attention along the route. All 29 buses pulled up in front of the state capitol to be greeted by Gov. Mark Hatfield and a host of other state dignitaries.

Once more the proclamation was presented by Mayor Steinbock, and the governor responded with support for the No on No. 4 campaign.

"This proclamation is warmly received," he declared. "Hearings were held on this measure by the Natural Resources committee, as you remember, and it was the consensus that the measure is neither necessary nor in the interest of conservation."

"Under the law, this resources committee speaks with official policy of the State of Oregon."

Lunch at Hotel

When the rally on the capitol steps ended at 12:15 p.m., again on schedule, the travelers and Salem officials headed for the Marton hotel, where luncheon was served.

By 2 p.m., the entourage was to be on its way once more, this time heading for Corvallis. There at 3 p.m. another rally was planned for steps of the city hall. Leaving at 3:30 p.m., the caravan was to

reach Springfield by 4:45 p.m., the focal point of the program.

The campaigners were to arrive at Eugene at 5:30 p.m., where another city hall presentation was to be made. At 6:30 p.m. a dinner was to be served for the travelers and local officials.

By 8 p.m. the buses were to be heading back to Astoria.

Reports from first portion of the trip indicated all was going well and that it was a happy and enthusiastic crowd, all having an obviously exciting time taking the county's message to other parts of the state.

1,092 Tickets Sold

Final official count of tickets sold was a total of 1,092. However, with a few scattered vacancies in the buses, it appeared some of these may not have arrived in time for departure.

The caravan included a truck hauling a gillnet boat, which left here Monday night and joined the bus tour in Portland.

Meanwhile, back in Astoria, only essential business was being conducted. The downtown area was nearly deserted, with few cars passing along usually-busy Commercial Street, and many of these were motorists passing through the city.

More than 50 business houses were closed for the day, including all canning operations and a majority of retail stores.

Tuesday, Astoria's business was else-

where, convincing heavily populated areas of the state that Clatsop County is solidly behind a no vote on Initiative No. 4.

The trip was amply covered by newspaper, radio and television in all cities along the route. Press representatives and others expressed amazement at the magnitude of turnout - a 10th of the town's population, perhaps 20 per cent of its adult population.

"We've never before seen anything like this in the history of Oregon," said Gerald Frank, Salem chamber of commerce vice-president and chairman of the state planning and industrial development department for several years. "It is amazing. I don't see how you can possibly lose after a demonstration like this."

The expedition left Astoria almost on time at 7 a.m., after throngs of people who had risen in the pre-dawn darkness had driven downtown, parked their cars, and found their way into the long line of waiting buses.

The caravan moved almost on schedule the entire day. Never was it more than 15 minutes behind time, despite long jumps between cities and a tight schedule of proclamation presentations and speech-making in a half dozen cities from Portland to Eugene.

Come Home 'On Own'

The buses went as far as Eugene in caravan, but came home "on their own" and arrived in Astoria from about 12 midnight to 1 a.m.

The caravan consisted of 26 chartered buses; 2 school buses including one with the Astoria high pep band and another with Knappa High's girls' pep group; one gillnet boat towed on a lowboy trailer; and three official City of Astoria vehicles for a total of 32 vehicles.

The caravan received benefit of police escort of police through every city visited. In most towns the caravan went through the downtown streets. In Albany, Corvallis, Springfield and Eugene the escorting police added the benefit of their sirens to the noise created by the buses.

Washington Voters Vote NO - 69%

There is an attempt in progress to bring before the voters of the state of Washington, an initiative (I-696) that promoters claim would ban all net fishing in state waters. What effect might this have on a dwindling Puget Sound salmon fishery, one might ask? Simply put, if this proposal were ever to be enacted into law, it would signal the death knell for that already deeply troubled net fishery.

As was reported in the AFJ (December 1995) the last attempt to eliminate commercial fishing in Washington (**Initiative 640**) was **bankrolled in part by the Columbia River Alliance, aluminum smelters, chemical companies and other industrial users of the Columbia River.** Spilling enough water for salmon to survive the down-river migration cut into their bottom line. They hid themselves behind moniker of "Save Our Sea Life" and tried to make the initiative look and sound green.

The ruse was discovered, and the greens were alerted by veteran Alaskan fishers, Pete Knutson and Anne Mossness.

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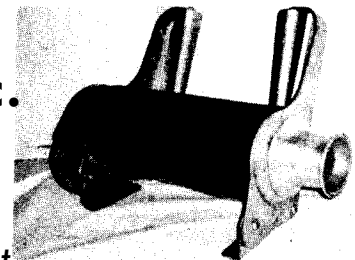
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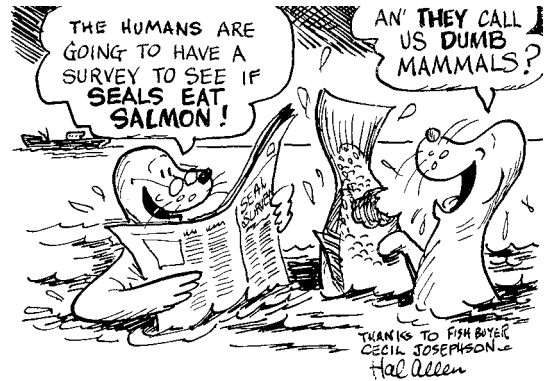
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Waves From The Past



Elmore Cannery

This cannery was built in west Astoria at the turn of the century. This photograph is dated 1890. Elmore cannery eventually became the property of Bumble Bee Seafoods.



May 3, 1979

Astoria Street Car

This photograph was taken in front of the old Astoria post office. The conductor in front was Harry Frantzen, the back conductor is unknown. The new, larger, Astoria post office was built on the same spot in 1928.



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