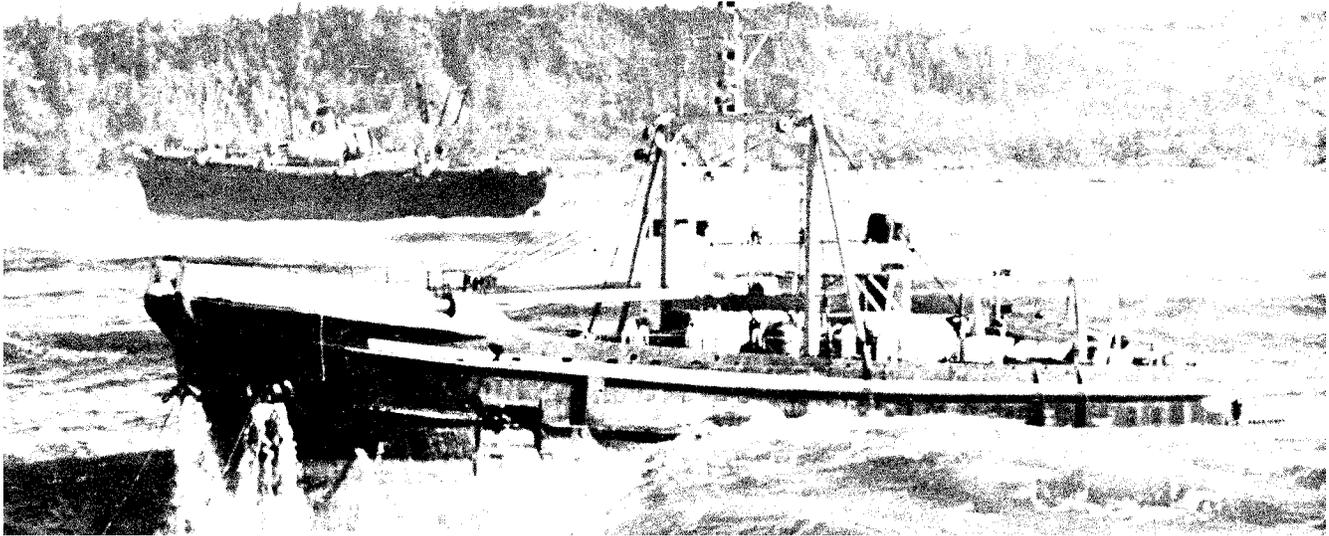




Columbia River Gillnetter

Columbia River Fishermen's Protective Union

Spring 2000 / Vol. 31, No. 1



Slavage Chief

October 1954 Off Long Beach, Washington the Salvage Chief frees a beached Kalamar ship.

See also story on page 26



Sally the Salmon Says...

Only the vigilant guardianship of an alert Congress can save the salmon fishery. Only their careful scrutiny of public funds for the West will forestall Sally's bones whitening the sands of once great rivers. The Royal Chinook can easily join the bones of the buffalo and the Passenger Pigeon now crumbling into the dusts of the past.

What's a guy going to do? Neither Bonneville, Army Engineers, or Reclamation will listen to the fisheries people. All they know is politics!

Spring Chinook fisheries deliver better-than-expected harvests

The spring fisheries season is off to a very good start: On April 19, the first spring season fishing period (30 hours) of 2000 for commercial fishermen provided an all time high catch of 1,277 spring chinook in Youngs Bay. Biologists expected a catch of approximately 600 fish. In Blind Slough, the first period (12 hours) on April 23 provided a catch of approximately 200; and in the Tongue Point Basin the first period (10 hours) on April 24 provided a catch of about 300.

Recreational fishermen also have been very successful, with catches of about 30, 10, and 100 in Youngs Bay, Tongue Point, and Blind Slough, respectively. The spring fisheries season is scheduled to end the middle of June.

continues on page 4

Dam breaching decision may be delayed

A decision on breaching four Snake River dams to save endangered salmon might be delayed until after the November elections, according to the U.S. Army Corps of Engineers' top officer in the Northwest.

Asked Tuesday at a Senate hearing whether the corps' final statement on dam breaching might be issued after the election, Gen. Carl Strock replied, "That's a distinct possibility."

Strock was questioned by Sen. Gordon Smith, R-Ore., chairman of the water and power subcommittee of the

continues on page 5

Columbia River Gillnetter

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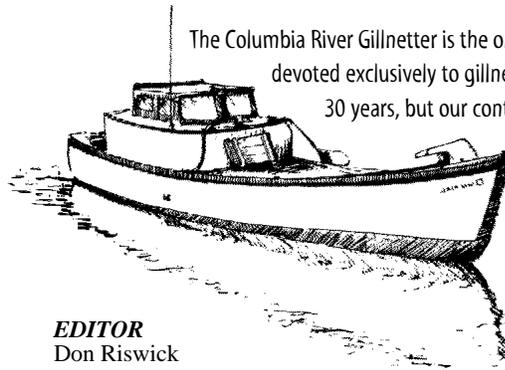
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EDITOR
Don Riswick

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.

If you would like to help, send donations to Columbia River Gillnetter

The following individuals have made a cash contribution to the Columbia River Gillnetter Publication, which will be used to continue the publication and mailing of this free informational newsletter.

We thank them for their support!

November 1999 — May 2000

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Editorial

Loss of Fishing Time Means Lost Wages

This year of 2000 has been a good year in regards to number of salmon returning. But even though almost 200,000 fish have gone over Bonneville dam, there has been essentially no commercial gillnetting for the non-Tribal commercial fishermen. There have been seasons for the sports fishermen in the Willamette and above Bonneville dam as well as a season for the Tribal fishermen. This is mind boggling and unfair. The Tribes are selling salmon by the highway above Portland Oregon. The only meaningful fisheries we have on the lower river are the select area fisheries in the sloughs near Astoria and in Youngs River near Astoria Oregon. The commercial fishermen help support these select areas while the sports fishermen are allowed to fish them too. Something is drastically wrong with the system.

In January and February 2000, the winter run of the choice winter salmon, which compares to the Copper River Salmon from Alaska and commands a big price for the fishermen, was not opened to a meaningful fishery. The run of salmon showed up late, totaling somewhere between 65 and 75 thousand fish. The Oregon and Washington fisheries department dropped the ball. The rules have changed. We must get permission from Washington D.C., the National Marine Fisheries Service for fishing time past the end of February. The fish were there in bigger numbers than they had been for years, the trouble is, the fish can't read the calendar telling them when to arrive. Once again we and the public get the well known shaft. We are small in numbers so we can be shoved aside. The arm chair directors in Washington could care less.

For the spring run of salmon in May, there was more salmon above Bonneville dam than they had seen in 35 years. Over two thirds of these were hatchery fish. Once again, we saw no harvest on these fish.

How would you feel if someone locked you out of your job and you couldn't work for a month to make money to feed your family.

It has come to my attention that the Oregon Department of Fisheries is in the process of suing the Tribes for allocation of impacts.

— Don Riswick, Editor

If you'd like to know about the boisterous history of the Salmon Fishermen of the Northwest, the Gillnetters whose lives were intertwined with the growth of Astoria, Dena Johnson's book is a rich source of information, adventure and biography of the Columbia River and the Salmon, Sails, and Oars which made it famous.

BOOK IS FOR SALE FOR ONLY \$14.95

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 - Chris's News (Astoria) • Finnware (Astoria)
 - Salmon For All Office (Astoria)
 - Columbia River Maritime Museum, Astoria
- or Contact the Autor, Dena Johnson, at (503) 325-5311
P. O. Box 1137, Astoria, OR 97103

Better-than-expected harvests

continues from page 1

On March 1, the Fisheries Project, under cover of darkness, released three groups of spring chinook. The night-time release strategy is being tried to decrease the impact of bird predation. In all, more than 400,000 fish were released at Youngs Bay, Tongue Point, and Blind Slough, combined.

A group of college students from Williams College at Mystic Seaport, Connecticut, for the sixth consecutive year, visited the Yacht Club net-pen site as one of the stops on their annual West Coast tour.

Project Director Jim Hill, accompanied by ODFW biologist Paul Hirose, gave a presentation to the Yourigs River Watershed Council at its March meeting. Mr. Hill's presentation included a brief history of the Fisheries Project and update of the Youngs Bay program activities.

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Origins of Sally the Salmon

The designer of Sally was Robert Chessman, son of Merle Chessman, who at the time was Editor of the Astorian Budget. Robert served with the famous 41st Rainbow Division and was a member of "L" Co.

186th Infantry. He, along with a number of other Astoria Boys, was the first to go when Pearl Harbor was bombed. During their assignment to "Biak", an island North of New Guinea, many of them were killed. When Robert returned to Astoria he joined the American Legion, Clatsop Post #12 and went to work for his dad on the Astorian Budget. Three years later his father died and he took over as editor of the paper. He was the youngest editor in

the state. A few years following his becoming editor he designed "Sally The Salmon says" which was a logo ran on the front page of the paper every Friday criticizing local politics and other happenings. Robert ran the paper for some years until his health required him to retire. I was a good friend of Robert and one day while talking to him I asked him if the Columbia River Gillnetters Union could use his copyright of "Sally the Salmon says." He thought it very appropriate for the Union and agreed to turn it over to me. In 1969 I used "Sally the Salmon" for the first time in the Gillnetter publication. I feel it to be most fitting for Clatsop Post #12 to



Don Riswick and his crew, December 28, 1944

use Sally the Salmon for their Post pin and Convention 2000 pin (in Astoria, this June). What better way to honor a WWII Veteran and Member in the American Legion, Clatsop Post # 12".

As an added note, I also was on Biak once, in 1944, for about three hours. While our plane— a AB24 Liberator Bomber (I was the nose gunner)—was being refueled, we all ate dinner in the main mess hall. About 30 minutes after leaving we heard over the radio that the mess hall had suffered a direct bomb hit and over 300 people were killed. Among them were about 60 nurses.

— Don Riswick, 13th AAF

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Tribes threaten Gorton's re-election

Calling the Washington senator "dean of the anti-indian movement," tribes plan to spend millions to help defeat him...

SEATTLE — Tribal leaders flush with casino gambling revenue plan to spend \$1 million to \$5 million to defeat Sen. Slade Gorton, R-Wash., when he seeks re-election next year, The Seattle Times reported.

"Slade Gorton's name is known on reservations from Alaska to Florida," said Ron Allen, head of the Jamestown S' Klallam Tribe near Port Angeles and president of the National Congress of American Indians. "If we say we have a chance to beat the dean of the anti-Indian movement, I think tribes everywhere will scramble for money."

Even the talk is having an effect on Gorton's effort to raise \$7 million for his campaign.

A fund-raising letter on his behalf last month said, "Indian tribes flush with gambling dollars" would "spend whatever it takes to defeat him" and lumped them in with "the trial lawyers, the bosses of big labor, (and) the radical environmental groups."

Editors Note: All commercial Fisherman both Indian and non-indian should work together towards defeating Gorton's bid for a 3rd term

Corps of Engineers

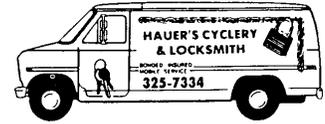
continues from page 1

Energy and Natural Resources Committee. Smith said he did not suspect the corps of playing politics with the decision. But he added, "I might allege it at a little higher level."

The decision, originally scheduled for this spring, has been the subject of intense debate in the Northwest and on Capitol Hill. It presents a political dilemma for Vice President Al Gore, who is seeking the presidency this fall. The environmental movement, a key Gore constituency, has made breaching of the Snake River dams a top priority. But labor unions, and other Gore constituency, oppose breaching because they fear it would jeopardize manufacturing jobs in the interior Northwest.

In an interview, Smith said Strock's comment Tuesday was the first time an administration official had acknowledged that the decision might be delayed until after the election.

— Jim Barnett



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Economic Analysis of Dam Removal

On November 3, 1999, **Trout Unlimited** and the **Earthjustice Legal Defense Fund** released a study which shows the region will benefit economically in the long-term as a result of dam removal, particularly if it adopts strategies to enhance the positive impacts of a bypass while offsetting the negative effects. According to the study:

The study used and analyzed data collected by the U.S Army Corps of Engineers' Drawdown Regional Economic Workgroup (DREW) in reaching its conclusions. DREW estimated that over 24,000 short-term and 4,700 long-term jobs would be created as a result of bypassing the Lower Snake River dams. In this case, "short-term" refers to the nine-year construction phase of dam bypass. Further, DREW estimated that approximately 6,200 long-term jobs would be lost.

The study, conducted by ECO-Northwest, of Eugene, Oregon, examined and analyzed the economic impacts of partially removing the dams and considered the opportunities and steps necessary to offset the negative economic impacts that may occur as a result of that action. Its findings were that not only would bypassing create wide-

spread economic benefits including the creation of more than 3,100 long-term jobs in the recreation industry alone and countless benefits to Native American tribes and the commercial fishing industry, but that the negative impacts that will occur can be addressed and offset through sensible and feasible measures.

By economic sector, the study found:

Construction. Bypassing the dams will generate about 12,000 new jobs during the nine-year bypass phase. The impacts on those currently involved in operation of the dams—estimated to be between 1,193 and 1,651 jobs—could be offset through targeted and affordable worker-retraining programs.

Tribal. Bypassing the dams would provide significant employment and economic benefits for regional Native American tribes. Bypassing will also prevent costly compensation to tribes for failed treaty obligations due to an insufficient number of salmon.

Recreation. Within 20 years after the dams are bypassed, over 3,100 recreation-related jobs worth about \$200 million in sales per year will be created.

More importantly, bypassing the dams will restore quality-of-

life assets that will return large and widespread economic benefits to the local and regional economy that extend far beyond recreation.

Commercial fishing. While DREW's analysis of the impact of bypassing the dams on the commercial fishing industry is not complete, the draft report found that increasing salmon populations as a result of bypassing the four Lower Snake River dams will generate positive economic impacts on the commercial fishing industry from California to Alaska.

Irrigated agriculture. If all 13 farm operations that are currently using irrigation systems that rely on the Ice Harbor reservoir cease operating and don't convert to ground water irrigation, as many as 2,256 jobs could be impacted by bypassing the Lower Snake River dams. In many cases, however, irrigation water lost after dam bypass may be offset through a combination of changes to extend existing wells, investments in irrigation infrastructure and purchase of lower return value operations at fair-market price.

Moreover, the study found that targeting worker retraining programs to farm workers would create long-term benefits to the

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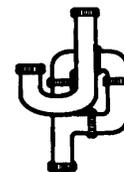
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Dear Don ...

region and to individual families by helping these workers move from low-skill employment to higher skill, higher paying jobs.

Transportation. While bypassing the Lower Snake River dams will increase transportation costs by approximately \$18.6 million per year, steps such as expanding the successful Grain Train program could offset those costs. In addition, a net increase of 236 long-term jobs will be created by expansion in the tracking and rail industries and expanded rail and highway infrastructure will create between 2,554 and 4,362 short-term jobs. Benefits of bypassing also include the end to the US taxpayer-funded subsidies of the Lower Snake River transportation system which currently amount to \$10 million per year. Residents of the region also will benefit from the improvements made to the transportation infrastructure.

Electrical consumers. The increase in residential electric rates will average \$1.07 to \$5.30 per month meaning that, for the vast majority of electrical users, bypassing the dams will still allow electricity consumers in the Pacific Northwest to pay some of the least expensive electrical rates in the nation. For those on fixed incomes and irrigated agricultural producers, affordable steps can be taken to offset the increased costs of electricity.

Water Users. Modification of private, industrial and municipal wells will cost approximately \$68 to \$111.6 million, affecting approximately 95 of 225 wells within one mile of the Lower Snake River. These modifications will create 1,467 short-term jobs.

As the son of a former Columbia River fisherman I truly appreciate receiving the Columbia River Gillnetter. Your magazine revives many memories of the "great" days of commercial fishing on the Columbia.

My Dad, George H. Crandall fished the Columbia for 45 years from the traps and seines to gill-netting. He loved the river and enjoyed all aspects of commercial fishing. It was hard, tiring work, but he dearly loved the work and the friends he made on the river. I boatpulled a couple years for Dad when I was in my early teens and I can certainly vouch for the hard work, especially since we didn't have power rollers on the boat in those days.

Dad built the family home in Astoria on the old road to Tongue Point - that was in 1921 - even though at the time he ran the H7B seining grounds near Clatskanie.

He and Mom wanted the children, daughter Jane (Representative Jane Lakan) and sons George and myself brought up in Astoria and that is where we were raised and went to school - and loved every minute of it.

I have enclosed a copy of an article from the November '86 issue of the Salmon, Trout and Steelheader magazine written about Dad by Hank Bottsmiller a long time friend of my Sis and her husband Al Loken. Just though you'd be interested in some of Dad's history.

... "As to sister Jane, brother George and myself, we're all well but feeling the pangs of growing older like all the others in our age group.

Jane (Jane Loken) has been a State House Representative for three terms—she has worked hard for her district but because of term limitations will be out of the House after the end of the present term.

George graduated from Oregon State and then went into coaching basketball for the next 33 years, coaching at Fortuna, California, Milwaukie High and ending his career at Wilson High in Portland. He had an outstanding career as a coach including several trips to the State Tournament.

As you know, I played with Astoria High School State championship team in 1942, coached by Wally Palmberg (those were great basketball days at Astoria High). I then played at Oregon State after the war receiving some nice honors along the way and culminating by captaining the '49 team to 4th place in the NCAA. The biggest thrill came in 1951 when our Stewart Chevrolet team from San Francisco, coached by the legendary Hank Liuseti, won the National AAU championship and I was selected the MVP of the Tournament; not bad for a fisherman's kid from Astoria, Oregon.

Anyway, that's a little history about each of the Crandall kids.

Thanks for giving consideration for an article about Dad in the Gillnetter. Both he and Mom would have appreciated it too. Continued success with the Columbia River Gillnetter publication.

Sincerely,
Cliff Crandall



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OPINIONS & EDITORIALS • • •

Extinction is other option

Gov. John Kitzhaber should be commended for his position on removal of the four lower Snake River dams in Eastern Washington. Scientific research has developed a strong case that without the removal of these dams, Snake River salmon and steelhead are doomed to extinction.

The amount of power generation lost to breaching these dams would be very small. The boost to the economy through stronger fish runs would certainly offset the additional \$2 to \$5 monthly increase in electric bills.

Irrigation systems could be retrofitted to reach the lower river levels. If needed, low-interest government loans could help farmers.

Nothing is without cost. The cost of cheap electricity, barging of goods and irrigation has been the loss of our Northwest salmon and the industries they once supported, not to mention the culture and lifestyle of Northwest Native Americans. In the long run, breaching these dams will be the least expensive, most effective means to bring back the fish.

— *Joyce & Marty Sherman*
Southwest Portland



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Others would let fish die out

As the most prominent public official to call for dam breaching to save salmon, Gov. John Kitzhaber is correct in noting that other actions, such as massive increases in Snake River flows, necessary to restore salmon would be far more expensive with far lower chances of success.

Politicians are afraid to propose a recovery plan because it is impossible to recover salmon without seriously affecting some segment of the Northwest economy. So we watch salmon head toward extinction while our politicians, with the exception of Kitzhaber, propose nothing to stop it.

— *Jeff Fryer*
Chairman, Columbia Group
Sierra Club Southeast Portland

Dams generated harm

In Jack Roberts' commentary on breaching the dams on the lower Snake River (Oregonian, Feb. 22), he suggests that Gov. John Kitzhaber is driving a wedge between rural and urban Oregon. I disagree wholeheartedly!

Rural Oregon would benefit from a recovered salmon fishery as much, if not more, than urban Oregon. People do not go to downtown Portland or Salem to fish for Snake River salmon and steelhead; they go to communities along the Columbia River, from Astoria to Pendleton.

A benefit to all Oregonians is the existence value of salmon, which is not easily quantifiable.

Additionally, Roberts suggests that because Kitzhaber stands alone, he is somehow wrong. Kitzhaber deserves wholehearted applause for his courage to take a lonely stand on a contentious issue, not media ridicule for being the first with enough backbone.

Also, Roberts' idea that he is avoiding the Hippocratic oath statement of "First, do no harm," is also off base. It is way too late for the use of that argument—the harm was done to the salmon runs when the dams were built.

— *Sharon M. Saye*
West Linn

A wise and courageous stand

It is unfortunate that Jack Roberts cannot see the wisdom, courage and progressive leadership of Gov. John Kitzhaber displayed in calling for the breaching of the four dams.

Rather than solving the problem of salmon extinction, Roberts merely throws up his hands when tough decisions must be made and idly wonders whether "we, as a region, have it in our power to save

the salmon at all."

The salmon of the Northwest provide excellent family recreation through fishing and support our wildlife populations as a critical link in the food chain. Salmon are also a billion-dollar industry, supporting 25,000 family-wage commercial fishing jobs. Professional and recreational fishermen from here to Alaska have felt the effects of the dams.

— *Monica Beard*
Oregon State Public Interest Research Group

Critics want status quo

It is about time that all of those from Sen. Slade Gorton, R-Wash., to The Oregonian who have beating the drums for "scientifically sound" solutions to the salmon crisis, get on the bandwagon to support Gov. John Kitzhaber's carefully developed position.

According to an Oregonian story on Feb. 19, 200 fisheries scientists gave Kitzhaber's speech before their group a standing ovation. What more do you want in the way of scientific endorsement?

It's quite true that there is not now, nor will there ever be, absolute certainty that any proposed narrowly based solution will work, but Kitzhaber covered the options precisely.

His underlying message was that it is time to (save the) fish or cut bait. There is little reason to think that the alternatives to dam breaching that he outlined will receive the necessary support. There is increasing reason to think that his critics want anything but real action.

— *Carol Saling*
Portland

Fish Follow Current Flow

Water drive boat propulsion systems cause water to be forced through jet pump impellers, and standard propellers. How many gallons of water per hour, per minute, and at what rate of speed flow through these blender blades? Don't fish and fish food live in this water? Isn't water circulated through marine motors for cooling putting heat back into the water? Isn't exhaust from these motors pumped into the water? WHY? Wouldn't it be better to go to air drive propulsion systems instead of water drives?

A Hover Craft system replacing the current barge, shipping transport systems in our rivers would enhance the Northwest economy. Astoria would become a major shipping port again, with Portland still a major inland port. All new ramp docking systems would have to be built for the hover craft. With no dredging

nessary in the Columbia Estuary, or the Willamette river. Spend the money on a Hover Craft system, instead of Dredging the Estuary river bottom. To mutch noise from the hovercraft fan blades? Not if a speaker system putting out the opposite sound frequency of the noise the fans put out is used. This would effectively cancel out any excessive noise levels.

— Anonymous

Shut down the hatcheries

After reading about Ronald F. Yech-out's brush with the Oregon Department of Fish and Wildlife at the Fall Creek Hatchery on the Alsea River, I decided to put in my two bits worth on this subject.

I saw the same thing several years ago. I watched five gallon buckets of salmon eggs stripped from mostly coho salmon. One day at the Bonneville Hatchery I helped killing and stripping eggs from chinook and coho salmon.

In 1996 I went to four hatcheries in the Northwest corner of Oregon and asked for the count of eggs they sold to the Tillamook Bait Company. This is the information I received:

Trask Hatchery	
Coho Eggs Sold	604.5 Pounds
Chinook Eggs Sold	643.0 Pounds
Clatskanie Hatchery	
Coho Killed (Female)	665
Coho Killed (Jacks)	1035
Chinook Killed (Female)	12
Big Creek Hatchery	
Coho Eggs Sold	1033 Pounds
Chinook Eggs Sold	2978 Pounds
Bonneville Hatchery	
Chinook Tuley Eggs Sold	6015 Pounds
Chinook Brit Eggs Sold	300 Pounds
Coho Eggs Sold	2150 Pounds

These four hatcheries totalled over 7.5 tons of eggs that didn't get hatched. Some hatcheries are selling more eggs than they hatch. They are killing fish with one hand and hatching them with the

other.

My own conclusion is to shut down all the salmon hatcheries. Blow out their dams and barricades. Let the fish go up the creek and spawn 100%, of their eggs naturally, for free. Rent or sell the houses hatchery personnel live in. Rent out the fish ponds to private individuals to raise trout... we could save enough money this way to pay off the national debt!

— Paul Feess
Salem

Let's not let it happen again

Commercial and sports fishermen, Indian tribes, environmentalists, Oregon's Governor Kitzhaber's and even a contingent of Hollywood actors are supporting and calling for the partial removal of the four lower Snake River dams.

In the meantime, Washington's courageous Governor Locke, who earlier came out in favor of preserving the Snake River dams in question, continues to pay lip service to the idea of saving endangered salmon runs in the Northwest while doing everything he can to avoid doing

anything to implement that goal.

In a letter to the Governor Locke, Don Brunell, president of the Association of Washington Business (AWB), asked Locke to reaffirm his support for preserving the dams and said that similar letters were also sent to Washington's Congressional delegation. In his letter Brunell argued that removal of the dams would seriously harm Washington's economy and result in increased air pollution, greater highway congestion and more traffic deaths. As an after thought he added that removing the dams would also endanger the region's power supply.

Anyone who has paid any attention to the discussions so far would be quick to point out that the bulk of these arguments just don't hold water, so to speak. If the AWB was so concerned with air pollution and traffic congestion they certainly could talk to some of their members who do more than their share to contribute to those problems—far in excess of the pollution and additional traffic a few more eighteen wheelers would make hauling loads on roads along the Snake River.

But of far more import is the "weak



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knood" position being taken by the National Marine Fisheries Service (NMFS), which is again content to target fishermen rather than the apparent causes of the decline of salmon stocks.

In December of last year The Oregonian called attention to the NMFS' rejection of the PATH scientific process in favor of its own in-house teams of scientists' plan, the Cumulative Risk Initiative (CRI). The resulting comments by biologists left little question as to their position in the matter.

Said Ted Koch, president of the Idaho chapter of the American Fisheries Society and a U.S. Fish and Wildlife Service biologist in an article in The Oregonian, "Almost every scientist I interact with is amazed and appalled at the fisheries service's abandonment of the PATH process and findings."

Paul Wilson, a biologist with the Columbia Basin Fish and Wildlife Authority was quoted as saying, "What's the point of going through this process of trying to determine scientifically the best way to recover salmon? If you don't get the answer you want, you just throw it out?"

And what does the CRI call for? The NMFS scientists have come to the conclusion that the dams don't need to be removed, the answer is "significant reductions in harvest." And the question fishermen should ask is, "Where can significant reductions in harvest be made?" Why Alaska of course!

By the time this issue goes to press and is circulated, meetings will have taken place at which the FR/EIS, the Federal Caucus' Conservation of Columbia Basin Fish A11-H Paper (recovery plan) will have been unveiled. This is the plan which proposes "significant reductions in harvest" in place of partial removal of the four Snake River dams. It is a NMFS plan, which will give us the same outcome that we got as a result of the NMFS management of West Coast groundfish—a disaster—one which will be sustained by the fishing industry and the communities which depend on it for much of their livelihoods. Let's not let that happen again.

Make sure your elected representatives know how you feel about this so-called recovery plan. Stewardship of our fisheries resources begins at home and it certainly is time that we bring it home. It is very apparent that government agencies which are involved in fisheries matters, see their welfare in an entirely different light than the welfare of the resources which they are charged with busbanding.

Snake River hearings

My name is Peter Knutson and I am the environmental coordinator of the Puget Sound Gillnetters Association, the state's largest commercial fishing organization, representing 800 small boat fishing families. Our group was founded

in 1949. Since 1972, I've supported my family as a commercial fisher working waters of the North Pacific.

We support the recovery of salmon in the Pacific Northwest. That means that we support the recovery of salmon habitat. We reject any synthetic substitute for a wild salmon.

We don't want more apologies, hatcheries, Atlantic salmon, paper fish, Army Corps of Engineers Rube Goldberg barges. We're sick of hypocrites blaming the Indians, and scapegoating the harvesters. The truth is, we are driving the fish to extinction. No big deal says Senator Gorton, "species go extinct all the time." Well, the Senator should understand that Charles Darwin made no exception for Homo sapiens. If salmon disappear today, then humans won't be far behind.

We sympathize with small farmers on the east side of the Cascade range. We are both food producers. Making a living from the dirt or from the sea is tough. The prices for our product, wheat or salmon, often don't pay expenses. Our fleet at Fishermen's Terminal now fish only a few days a year.

We sympathize with the losses suffered by Native Americans dependent on the Columbia, Snake and Salmon Rivers. Can you sustain a fish culture without fish? Somebody dammed their river and committed a crime which is now said to be a property right.

continues on page 12

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Channel-Deepening plan fails salmon & public

Fisheries service cannot sanction dredging by relying on vague promises from Corps of Engineers

The Oregonian ("Clouding logic with silt," Feb. 25) accuses environmental organizations of "muddy thinking" for filing a lawsuit opposing the Columbia River channel-deepening project.

To the contrary, the lawsuit follows the same crystal-clear logic that environmentalists used to force the National Marine Fisheries Service to identify coastal salmon as threatened with extinction.

Our main contention is that the fisheries service cannot sanction channel deepening under the Endangered Species Act by relying upon an uncertain, unclear and nonspecific set of promises made by the Army Corps of Engineers in the waning days of December 1999.

The Corps pressured the fisheries service to hurry up and resolve its significant scientific concerns about the channel deepening project in order to retain federal funding eligibility. After the Corps promised a package of studies and habitat restoration in the final hour, the service gave the project a green light, despite the lack of secured funding for those additional projects.

But without the package, the fisheries service agrees with us that the effects of channel deepening on salmon and other species are many, varied and serious. The agency itself continues to call the Columbia deepening project "an incremental insult to a degraded (estuary) system that is important in the salmonid life cycle." What appears to concern the fisheries service most is how further deepening of the Columbia shipping channel will alter the food chain and habitat upon which juvenile salmon rely in the estuary.

By rearranging the bottom of the estuary, the Army Corps of Engineers will likely change the ways in which salt and fresh water flow in the estuary, a change

that will decrease available food and habitat for juvenile salmon that feed there as they prepare for their ocean life.

This food chain is already seriously damaged by a combination of three factors: extensive removal of wetlands from the estuary, the Columbia River dams and dredging.

In a nutshell, these factors — over 100 years in the making — have completely changed the foundation of the salmon's food chain from one based on material flowing from wetlands to one dependent upon upstream materials.

The deal between the two agencies calls for restoring estuary wetlands as a way to return the original, natural, food chain to salmon. We have no quarrel with that idea. However, the fisheries service failed to take into account the amount of time it takes to restore wetlands.

It will likely be decades before salmon would reap the benefits of a restoration program. Starting now is fine, but wetland restoration cannot be the basis for allowing channel deepening.

Salmon now threatened with extinction cannot take this "incremental insult" while waiting for the long-term benefits

of wetland restoration.

The fisheries service failed salmon and the public when it decided to support channel deepening based on a package of actions that may or may not happen, may or may not be successful and even under the best scenario will not yield results until many years or decades after channel deepening occurs. Not only is there is no guarantee that these projects will ever be approved by Congress, but the fisheries service did not require the Corps to secure funding before deepening the Columbia.

The Oregonian further urges support of channel deepening based on a dig-now-study-later approach. As interesting as the results may be, after-the-fact studies would come too late for fish affected by channel deepening. Moreover, the political clout that brings us channel deepening will surely be used to suppress any scientific rumblings of regret from within the agency.

That's the kind of muddy thinking we can do without.

—Nina Bell

Northwest Environmental Advocates

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continues from page 10

We don't have so much sympathy for the aluminum industry, which sucks 25 percent of the power from the Columbia. This is an industry which has bankrolled and supported two state initiatives in the last five years to destroy fishing communities in this state. This is an industry that would rather kill salmon than spill water for fish and raise their power costs. We don't give a damn about Kaiser aluminum because they don't give a damn about us. They're not going to lose much power if the Snake goes free, but if they did we wouldn't shed any tears.

On the other hand, we don't want to see farmers thrown out of work by dam destruction. But farmers have to understand that fishers have been thrown out of work by dam construction.

We want to see justice done to these mighty rivers, to all the people that depend on them, and to all the creatures that live in them.

Water is life. The ancient Egyptians believed that stealing water from a free flowing river was a crime. In the Egyptian Book of the Dead it is written that after death, the soul goes before a judge. If you wanted to get to heaven you had to swear an oath that went:

I have not lessened food supplies
I have not diverted water at its season
I have not built a dam on flowing waters

Lets get our own legacy straightened out.
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Fishery Scientists agree

As president of the Oregon chapter of the American Fisheries Society, I wish to clear up a major misconception regarding the issue of breaching the four dams on the lower Snake River. Speaking on behalf of our members, let me state unequivocally that **there is no significant disagreement among fishery scientists. If society decides to recover the salmon and steelhead stocks in the snake river watershed at a sustainable and fishable level, the four dams must be breached, and breached soon.** This is a summary of a resolution adopted without any dissenting votes at our annual conference this February.

Before explaining this scientific conclusion, let me tell you who is making this statenent. We are not an environmental advocacy group. Our 500 member chapter comprises fishery and aquatic scientists. A significant number of us have masters or doctorates in our field. Coming from many employment backgrounds, including state, tribal and federal government agencies, timber and power companies, colleges and universities, and private consulting firms, we encompass a wide variety of work environments. However, members shed their employers' points of view when they meet at conferences. Most of our society's activities revolve around workshops and conferences where experts present research papers to further the understanding of fish behavior, their ecological systems, the effects of environmental pressures, and similar subjects that provide new findings for biologists and the public. At a national level, we publish some of the world's leading fisheries research and management journals, and provide a national certification program for biologists. On those rare occasions when we speak as a group, we are an independent voice of fish science.

The chapter's Snake River position is based in part on two recent scientific reviews - The Independent Scientific Advisory Review and the Plan for Analyzing and Testing Hypotheses. Both concluded that establishing more natural river conditions on the

Snake and Columbia rivers offers the best hope of preventing extinction of Snake River salmonids. In addition, we relied on a number of studies by our members including a regional review of wild salmon and steelhead runs. That publication indicated that although the Snake River contains the largest area of the best salmon habitat remaining in the Columbia Basin, it stands out because it has no healthy runs. The precipitous decline of salmon runs throughout the Snake River basin coincides with the addition of the lower Snake River dams, but runs that face fewer dams (e.g. John Day River, Hanford reach') have not similarly declined.

Our members are acutely conscious of our roles as scientists. We are not policy makers. Our resolution provides the public and decision-makers with the most biologically defensible interpretation of the scientific information. **WE ARE NOT CALLING FOR DAM BREACHING.** We simply want to ensure that those who will make the choice about breaching the dams are fully aware of the consequences to the fish of breaching and of not breaching. No longer do they need to wait for the fishery science to be resolved before making a decision.

Our resolution states another significant conclusion. **Returning the lower Snake river to a free-flowing state is necessary, but not sufficient, if fish are to be saved.** Major changes must be made in harvest management, hatchery practices, and habitat alteration. However, those hoping that tinkering with harvest, habitat or hatchery practices without breaching will somehow prevent the extinction of these salmon runs, and allow tangible human benefits such as fishing, are mistaken.

Any decision will have costs, economic and social, including a decision to let the salmon go extinct. Our chapter will continue to provide technical assistance and advice to help guide these decisions.

From Dave Hohler, president, Oregon Chapter of the American Fisheries Society,
www.osu.orst.edu/groups/orafs

CRFPU Receives \$1000 donation

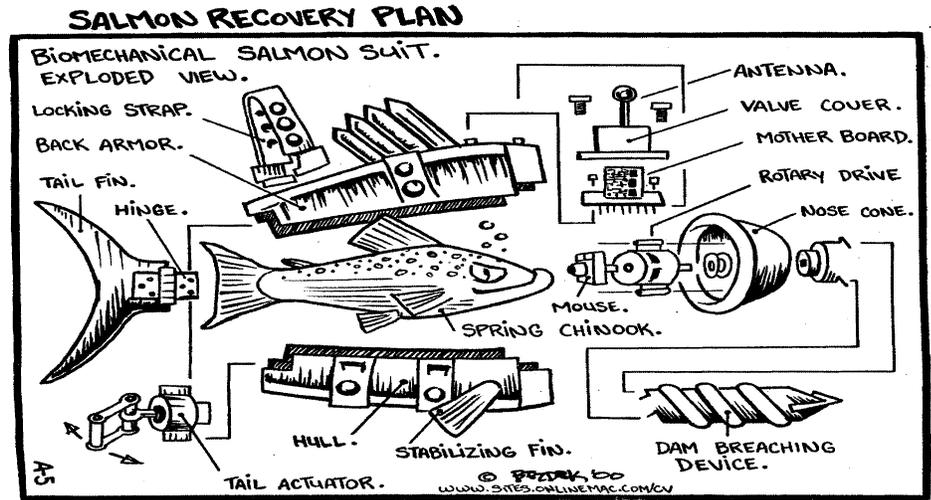
On January 28th, 2000, a check for \$1000 was received in care of Donald Riswick for the Columbia River Fisherman's Protective Union from the Louis H. Shaman trust First Union National Bank in Washington, D.C.

Louis H. Shaman died March 10, 1999 in Silver Springs, Maryland. He has a brother still living in Portland, Oregon. Louis was in Don's high school class of 1935. His parents ran a furniture store here in Astoria for many years. After the war, Louis worked and lived in Maryland.

Don and Louis maintained contact over the years, and Louis even attended one "Class of 1935" reunion. Louis loved to get the Columbia River Gillnetter publication; I guess that's why he included us in his legacy. Louis married late in life and his wife died before he did.

I was shocked and amazed when the donation arrived in January, and I was also very pleased that Louis had thought about supporting our cause. Louis loved Astoria, the Gillnetter publication kept him informed with local happenings. I have been the master of ceremonies for the past 50 years for the class of 1935 reunions, and we will remember Louis this year at the 65th reunion.

—Don Riswick

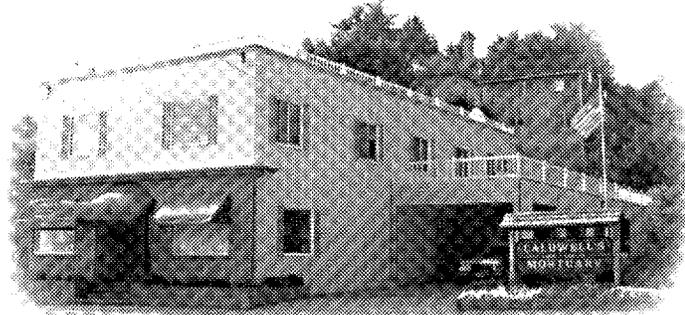


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Experiences

Chartering My Gill Netter
by Eldon Korpela

From my first recollections of gill netting on the lower Columbia there was always a break between the August and fall seasons. This was a two week period from August 26 to around September 10. Its purpose was to allow for escapement to perpetuate the salmon runs. The closure dates changed very little until the effect of the Boldt-Belloni decisions and reduction in salmon runs hit the industry.

During this closure in 1948, the first year that I had my new boat in operation, the charter fleet was not nearly large enough to accommodate all the anglers who desired to fish the lower Columbia. Since this was an inactive period for gillnetting, the availability of gill net boats and their skipper's knowledge of the river was the perfect opportunity to fulfill the niche of each others needs. The usual charter fee was a total of forty dollars per eight hour day of fishing or until the bag limit for all the anglers was reached, whichever came first. The opportunity to earn a few extra dollars during the closure was welcomed by many of the gillnetters. Up until laws requiring guide licenses, insurance, and elaborate sanitary facilities, I too participated in this endeavor.

These experiences if recorded in their entirety would require several volumes to document. I'm going to tell several of the most interesting narratives from my years as a charter boat skipper. From my perspective, drinking alcoholic beverages and fishing on the Columbia and the Pacific Ocean's waters is a poor combination. I'm not going to be critical of a beer or two consumed during the day's fishing, but to the excessive consumption that I have witnessed.

One incident that "sticks in my craw" is a party of three dentists and one physician. The consumption started early and continued throughout the day to a point where they were belligerent and began taunting other passengers on other boats. They started on one individual in a nearby vessel who had his rain gear on even if it was a warm sunfilled day. I was well acquainted with this man and although he took the jibe in jest, he was not a man to be kidding around with nor were the others on the boat that he was on. This guy was about six-four and was a logger in addition to being a commercial fisherman. I remember several documented incidents from Bristol Bay bunk house days when he did become riled. Although my passengers wished to carry on this "tit for tat" I maneuvered my vessel into another area even though my passengers in their state of intoxication were ready for a fight.

As we trolled outside the spit on the south side of the Columbia's mouth I was stunned to observe an eighteen foot outboard with a small child aboard drifting into the breakers. We were only about fifty yards away so I yelled at my passengers "cut your lines" and headed for the distressed vessel. About one-half way there I heard a siren and saw the Coast Guard behind me headed in the same direction. Very quickly they had a line on the disabled craft and were towing it to safety. My actions should have been a normal reaction for any individual who has spent time on the water but my passengers didn't think so. They proceeded to curse me out for risking their lives. I put up with their abuse for most of an hour until I heard something suggesting that they shouldn't have chartered my vessel in the first place. That was enough! "Pull your lines in, we're headed in," I shouted. I dumped them off at the marine dock where I'd picked them up with very little conversation exchanged between us. Later the operator of the dock called me and said that he was holding my charter fee for me.

Another group which leased my vessel had as its spokes person the owner of a well known business venture. It soon became obvious that he was used to giving orders and drank to excess. It wasn't long before there wasn't much movement to his body lying on the stern of my boat. Fearing that he might roll overboard I tied a line on one ankle and another line on his wrist both of which I attached to the stern cleat. After he awoke and began protesting I ordered him to shut up, quit drinking, and start fishing by holding his own pole. I have never been in favor of the use of pole holders for long periods of time. Fish are lost using this technique and much of the thrill of hooking a fish is not experienced. On the way back to Astoria this gentleman offered me a job.

Another passenger whose antics have always remained in my memory was obnoxious during the entire fishing day to everyone on board. He was a single and not acquainted with any of the others. His tugging on other fishing lines, off-color humor, continual interruption of the beautiful day's solitude were resented by the others. A large harbor seal which appeared to have been shot in the head and blinded was in our troll path. This revolting individual insisted that I should maneuver my vessel in the animal's direction so that he would be in a position to end its misery with my gaff hook. The other passengers who I suspected wanted this guy to "meet his maker" encouraged me to follow his request. I thought better

of it. I have had numerous incidents with seals and sea lions and knew how dangerous these creatures are when fighting for their lives. There was also the possibility of a lawsuit over the injury to a passenger.

One of my charters that I contracted with for a number of seasons included several attorneys and the Vancouver Chief of Police. They were a great group of guys and I always enjoyed the moose meat sandwiches that the chief brought along. They always scheduled several days of fishing in two boats and stayed overnight in a motel on the Washington side. At the end of the first day's fishing I dropped them off at a float type landing on the Washington shore at Point Ellis. During the unloading process I was approached by a Washington State Fisheries Officer who asked to see my guide license. When I replied that I was not aware that I needed one he made preparations to haul me off to jail. I explained to him that my wooden vessel bouncing against the float in the rough water would surely sustain much damage for which I would sue the state. He did finally release me but threatened to arrest me if I was on or near the Washington shore, the most popular fishing area. My attorney passengers explained to me later that although there is an unmarked line separating the two states, both states recognize reciprocity. Without this observance I would not be able to gill net along the Washington shore with an Oregon gill net license. On later trips I picked this group up and dropped them off on the beach near their rental cabin. Unfortunately, while crawling over the rocks during their last trip of the season, one of the men broke his leg. I did not learn about the accident until the following year.

It was always difficult to predict the behavior of a mixture of personalities on a small open vessel exposed to the many variations in weather conditions. However, at times the passengers can be too acquainted with each other as in an extreme example of this relationship on one of my charters. This gentleman, who owned a trucking business wanted the charter to be limited to two passengers and was willing to pay the full fee. His companion was an attractive young lady whom I assumed was not his wife since there weren't any rings visible on her left hand and somehow their initial reactions toward each other indicated otherwise. They preferred to fish from the stern rather than the bow section which has much more space compared to the small rear compartment in which I must stand to operate my vessel. Although we hadn't had a fish strike on either of the lines during the first two hours it was a calm, beautiful, sunfilled morning with everything going well. I assumed that the two were bored and a little tired when

they attached their poles to pole holders and indicated that they were going to lie down in the cabin. I had two bunks, one starboard and the other on the port side. The starboard bunk is behind a wall which has the steering wheel and throttle on it while the port bunk is in my view through the doorway.

They both settled into the port bunk and began to "cuddle" which would have been in full view had I taken the opportunity to observe them. That I did not need to do because the noises from their activity left no doubt about what was going on. I kept my head over the top of the cabin doorway and continued operating my vessel in as normal a manner as possible under the circumstances. On several occasions, fellow gillnetters would troll by and observing the lack of visible passengers would inquire about their absence. One friend shouted, "Are you fishing alone with two poles, that's illegal" I responded to all of the questions by pointing down on the cabin top and making hand signs indicating that my passengers were asleep or seasick. This seemed to satisfy my friends who merely waved and trolled to distant parts of the river.

I really don't recall now long this situation prevailed but I do remember one of the reel drags making that very discernible sound caused by a fish taking out large amounts of line. "Fish on, fish on", I yelled. I've used this expression hundreds of times but never to terminate, in my memory, that type of situation. The rest of the charter went very well and both of them caught fish. They discarded the use of pole holders and "paid attention to business" the rest of the fishing day.

The gentleman had chartered my boat for two days and I was relieved to hear him remark that there would be more fishermen the next day. They were staying in one of the local motels so I felt that such an incident probably wouldn't occur again since by the next day they would have been better acquainted.

The couple showed up early and on time at my moorage in Astoria's West End Basin. I expected another couple but instead my new passenger was a very attractive lady in her early thirties. We piled all their gear aboard and headed downstream on the ebb tide to the fishing grounds near the mouth of the river. To my relief the couple did not set up their pole holders and indicated that they were going to spend the day fishing. After a few hours the warm sunshine heated the morning into a lovely late August day. My new passenger proceeded to discard her outer clothing down to a two-piece bathing suit. Although I suggested that she would be more comfortable amidships forward of the cabin, she insisted on lying on my cabin top. To operate my vessel I stand behind the

cabin so that my head and shoulders are above the cabin. It wasn't the visibility ahead of my bow that I was concerned with because we troll at a slow speed for salmon. During all this frustration the couple set up their poles in holders and headed for the starboard bunk. As my friends trolled by they observed two people and three poles and were close enough to recognize that the lady on the cabin was not my wife. They did not say much but I knew what they were thinking. I was anxious to get home and explain to my wife before some friend called her.

Later in the day my scantily clad passenger did use the area amidships where her pole holder and pole were and the

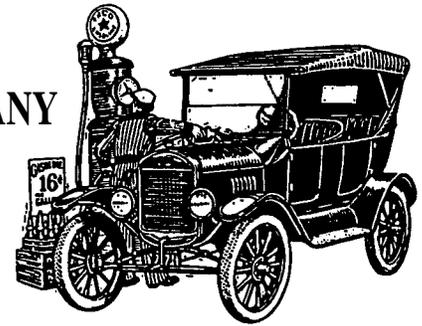
couple emerged from the cabin and attended their poles. After the end of our eight hour day we didn't have our limit in salmon. On some occasions I have donated extra time but on this day I was anxious to get home. On our way in they invited me to a party. Obviously, I declined. When I arrived at our Lewis & Clark area home, my wife, much to my relief, greeted me in much the same manner she does after a long day's absence. I did give her a brief description of "how my day went." I did take some ribbing from a number of my fellow fishermen. Fortunately it was an era before our boats had CB radios and cell phones available.

Terry Hahn
&

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Salmon recovery has its rewards

Anglers receive bounties for catching pikeminnows, which feed on young salmon in Northwest rivers

There's money to be made in salmon recovery — even more than last year. Bureaucrats call it a “sport reward,” but by dictionary standards, it's a bounty.

The Bonneville Power Administration paid \$565,241 to 2,085 Northwest anglers in 1999 to catch voracious northern pikeminnows, formerly known as squawfish.

BPA has been paying the bounty since the early 1990s and officials believe the program has made inroads on the pikeminnows' appetite for baby salmon.

Anglers and commercial fishermen have caught 1.2 million pikeminnows since 1990.

John Skidmore, a BPA spokesman, said this year the minimum size limit will be reduced, from 11 inches to nine, because biologists believe they overestimated how many die naturally.

That means more fish may be growing up to eat salmon and it makes sense to catch some before they become a problem.

Bounties range from \$4 to \$6 per fish, depending on how many each angler has turned in. The first 100 fish earn \$4 each, the next 300 are paid \$5 apiece and all fish after No. 400 earn \$6 each.

Coupons will be available throughout the season — May 15 to Sept. 24 — for free payments as an incentive to get more people out fishing. One \$4 coupon will be given to all those who catch their first bonnty fish. They also will be offered in advertisements.

Hundreds of pikeminnows have been caught, tagged and released throughout the Columbia and lower Snake rivers, from the mouth to Lewiston, Idaho. Anglers who turn in a tag receive an additional \$50.

Anglers must first register at any of eight main and 14 satellite check stations along the river. The main stations are open noon to 8 p.m. Hours vary at satellite stations.

Stations (times and locations will be listed in the brochures):

Main: Gleason Boat Ramp, Portland; Washougal Boat Ramp, Wash.;

The Fishery at Dodson, Ore.; The Dalles Boat Basin; Giles French Park, Ore.; Columbia Point Park, Wash.; Vemita Bridge Rest Area, Wash.; Greenbelt, Wash.

Satellite: Cathlamet Marina, Wash.; Willow Grove Park, Wash.; Rainier Marina, Ore.; Scappoose Bay Marina, Ore.; Chinook Landing, Ore.; Marine Park, Vancouver, Wash.; Bonneville Trailhead, Wash.; Cascade Locks Boat Ramp, Ore.; Maryhill State Park, Wash.; Bingen Marina, Wash., Hood River Marina; Ringold Boat Ramp, Wash; Umatilla Boat Ramp, Ore.; Lyons Ferry, Wash.

Rules:

1. Get a fishing license.
2. Normal angling rules apply
3. Register at one of the stations each day before fishing. Anglers may self-register when stations are closed.
4. The fish must be submitted within 24 hours to the same station where you registered. Vouchers will be issued at the station.
5. Northern pikeminnows must have been caught in the Columbia River from the mouth to the boat restricted zone below Priest Rapids Dam; or in the Snake River from the mouth to Hells Canyon Dam; or backwaters, sloughs and up to 400 feet inside tributaries.
6. Fish must be live or in fresh condition and not frozen.

Brochures will be available in sporting goods outlets by the end of April.

For information: Call the pikeminnow hotline at 1-800-858-9015, or visit the Washington Department of Fish and Wildlife at www.wa.gov/wdfw/ on the Web.

—Bill Monroe

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BALANCE OF POWER

In direct correlation to the decline in the fishing industry, has been the decline in the political clout of the lower Columbia area. We ought to hold a Boston Tea Party; "Taxes without representation" All the local representatives or senators belong to the Democratic Party, which is not in power state wise. Federally, only Representative David Wu has a kind word for the local area; even that is split between breaching the dams or dredging the Columbia River. Senator Ron Wyden supports his constituents, the "Port of Portland", Senator Gordon Smith likewise supports his constituents; the wheat farmers and agricultural interests which use the dams for barging their products to Portland.

In the state of Washington the local percentage of political clout is even worse. Even the governor and the lower Columbia Representative, Brian Beard does not support "save the salmon" programs. There isn't a single politician in the state of Washington that's interested in saving the salmon. At least they don't

vote to save the salmon.

John Kitzhaber is the only politician to come out and admit that removing the dams is the only solution to save the salmon.

Where did the political clout go and why? It was not always this way. Two Oregon Governors, Norblad and Bob Holmes were from Astoria. Representative William Holmstrom was able to promote the Astoria Columbia River bridge. But then the dams diverted the Columbia River water from the salmon to Portland shipping and eastern Oregon Agriculture and to electricity.

Once you deplete the income in a community, the jobs go with the money that creates political clout. The local average income has deteriorated to the poverty level, \$23,000. Forty or fifty years ago, before they built the dams it was about the highest in the state. I recall personally making over \$40,000 a year as a local fisherman and plywood worker. I would like to point out that the dollar was worth something then.

If you doubt me, try raising ten kids now.

—Opinion by Fred Korhonen

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Alaska Salmon Harvest Second largest in 100 years

The 1999 Alaska harvest was the second-largest in a hundred years, the Salmon Market Information Service reports in their most recent Salmon Market Bulletin.

Preliminary estimates from the Alaska Department of Fish and Game put the total harvest at 213 million salmon, or 857 million pounds with a value of \$355 million

Pinks and chums made up most of the '99 harvest or approximately 75 percent of the poundage landed said the report. The pink harvest set a record at nearly 145 million fish.

However, the fish averaged less than three pounds each placing the pink harvest 5 million pounds short of the 1995 season.

Chum catches were reported to be over 20 million fish, ranking it second in terms of record chum catches. The fish were reported to have averaged 8.8 pounds

The Market Bulletin reported that fishermen throughout Alaska were pleasantly surprised by the strong sockeye harvest which ended up being 50 percent above earlier season projections. With the exception of Southeast Alaska, every major sockeye fishery in the state exceeded its pre-season forecast. The Bristol Bay fleet set a two-day catch record on July 1 and 2 and ended up nearly doubling their forecast with over 25 million fish harvested.

The 1999 season statewide sockeye catch is among the ten best ever recorded. Sockeye value accounted for 65 percent of preliminary exvessel value in 1999.

Both coho and chinook landings were lower in 1999, with statewide harvests below projected levels. King salmon lands, said the bulletin, were only 420,000 fish, due in part to treaty reductions in Southeast Alaska and a disappointing Bristol Bay return. State wide coho landings were just over 4 million fish, short of the 5.8 million preseason projections by one third.



Bristol Bay Prices 1907

The 1907 price contract between the various Alaska salmon packers and the Alaska Fishermen's Union noted:

"...All gillnet fishermen in the Bering Sea to receive \$50 as run money. In addition to this each gillnet fisherman shall receive five cents for each king salmon weighing over 15 pounds; one-and-one-half cents for each red or coho salmon; one cent for each chum or dog salmon; and one-half cent for each pink salmon caught and delivered to the company. The company is not compelled to take any dog or pink salmon, but if received they are to be paid for at the above rates."

Mid May Alaska Copper River Salmon Run

This fish is considered the most succulent and flavorful of all salmon. Salmon lovers must move fast as the best of the catch is only available for 3 or 4 weeks.

Copper River salmon, the first wild salmon of the Alaska season, must travel a long, cold route up the roughly 300-mile Copper River each spring before ending up in the Gulf of Alaska.

Because of the long run the fish have to go to spawn, they have an unusually high oil content which fuels them for the trip—an boosts their flavor.

The catch is closely monitored by the Alaska Fish and Game to ensure future runs are preserved.

Dan Sharp, a Fish and Game biologist, expects the catch to be down a little this

year, due to natural variation in run size, but said it will still yield a healthy return.

"The quality of the salmon is extraordinary," said Chris McDowell of the Salmon Market Information Service, which tracks and reports on market conditions.

"They have a very high oil content and real connoisseurs can tell the difference."

The salmon also appeals to health-conscious consumers because of the high levels of Omega-3 fat, an unsaturated fat believed to help fend off heart disease, breast cancer and migraines.

The Copper River salmon is also noted for its persimmon-colored flesh, nutty flavor and velvety texture.

"Its flesh is firm. It's got high fat content so it melts in your mouth when you are eating it," said chef Douglas.

COLUMBIA DEEPENING OPPOSITION GROUP NEWS

January 20, 2000

CDOG OFFERS A SOLUTION!

The battle for the Columbia River Estuary, is heating up. Lawyers can barely restrain themselves from taking on the sloppy and arrogant mess that the Portland District Corps of Engineers made of the feasibility study and environmental impact statement for deepening the shipping channels to Portland. National Marine Fisheries Service (NMFS) bowed to political pressures and issued a smoke-filled opinion that sacrifices salmon. It seems like everyone is just waiting to see who files the first lawsuit in Federal Court. However, there is a much simpler, far less expensive, solution: the State of Oregon can flex some sensible muscle and resolve this issue. Oregon's Department of Land Conservation and Development (DLCD) has already begun the process of asserting the needs of the state in the planning and permitting process for this project. Now the Oregon Department of Environmental Quality (DEQ) is about to pass judgement on whether the deepening

can be permitted under state and Federal water quality, standards. The expected answer is a qualified yes. How this approval is qualified will make all the difference. What I offer here are the bare minimum conditions, beyond those already required by DLCD, that Oregon must impose if the state government chooses to act responsibly.

LET THE SALMON PASS: Established practice has been to schedule work outside the main channel of the Columbia River from November 1 to March 1 (the dredging season) in order to minimize the destruction of young migrating salmon. The Corps proposes use of 29 on-shore sites for dumping sediment. This would require running pipes and equipment through shallow water habitat. This work must be done only during the dredging season. There is absolutely no reason why the Corps should not follow the rules they make.

MAP THE TOXICS: Analyzing 23 grab samples from a 100-plus mile channel is not enough to prove the sediments are clean! We need to know the truth about contaminants if we're going to work with them. The Corps proposes performing advance maintenance dredging up to 100 feet on either side of the channel. They must be required to extensively survey and map the contamination on both sides of the



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channel for the entire project length, paying particular attention to areas currently receiving discharge and to locations of historical pollution. This data must be compared with standards designed to protect aquatic life. Plans must then be made to prevent distribution of toxins and to handle and treat any contaminated material that is dredged or blasted.

DON'T ENCOURAGE THE PREDATORS: Past mismanagement by the Corps has provided estuarine nesting areas for the largest colony of Caspian terns in the world. NMFS ordered the Corps, in a September 15, 1999, Biological Opinion for Columbia maintenance dredging, to purge the salmon-eating terns from most of the estuary area. Oregon must insist the Corps follow through with this requirement while refraining from creation of any new dredge-spoil island area.

STUDY FIRST, THEN DECIDE: We need a lot more information about the environmental impacts of this deepening project. I know we spent over \$6 million dollars, but we didn't get the facts we need. Several studies need to be performed before any permits are issued for this project. We need to know more about how dredging and disposal operations affect sturgeon and Columbia River smelt (eulachon); then we can create and follow best-management practices accordingly. We need to know a lot more about how dredging might affect the food web: tide-driven processes within the shipping channel have been identified as providing much of the nourishment in the estuary. We also need a great deal more information about how dredging, blasting, and disposal operations redistribute toxic contaminants and make them more available to the aquatic life of the river.

Oregon must insist on a commitment to perform and act on these studies before this goes any further.

BE HONEST ABOUT THE COST: The Corps has a duty to be realistic about what we are being asked to pay and about what we can expect to gain from our investment. They have long been aware of the need to time their work to allow for salmon migrations; they enforce these requirements! How long will the deepening really take: how much more money is needed to build this channel while respecting salmon? We need to know. We are all aware of the tremendous discharge and runoff of pollutants the Columbia River has received. The Corps must expect that some of the sediments they propose to dredge may be unsavory. How much will it cost to properly remove, contain, and ultimately treat this material? We also need to know how much it will cost to comply with the conditions and recommendations issued by NMFS, US Fish and Wildlife, DLCD, and now the Oregon DEQ. Even without NMFS' massive estuary restoration plan, the cost overruns would be astronomical.

The perfunctory benefits from the Willamette River portion of the project must be removed from the analysis - the Willamette might never be deepened. Oregon taxpayers have the right to know if the project sponsors are going to come begging for more money and if the benefits justify the financial and environmental costs.

There you have it. CDOG is taking a moderate stance - and why not? The truth is that this project can't even stand up to moderate scrutiny: so give it some sensible conditions and watch it fall apart.

Peter Huhtala, Executive Director

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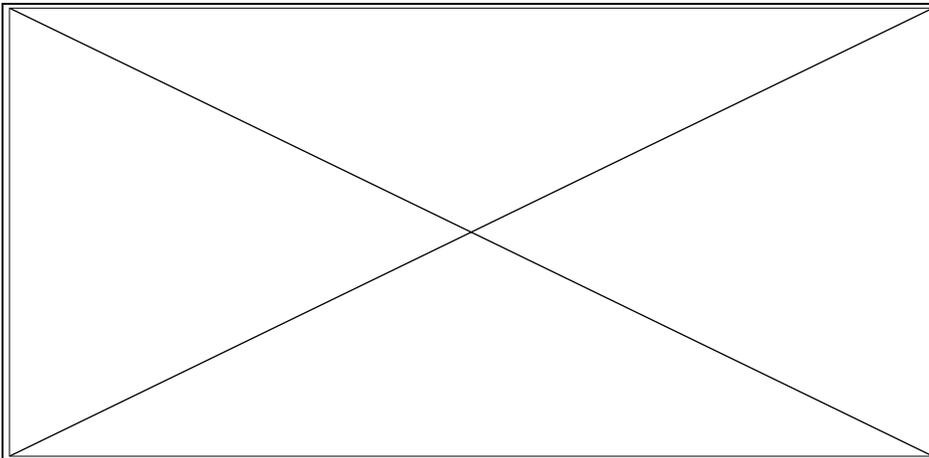
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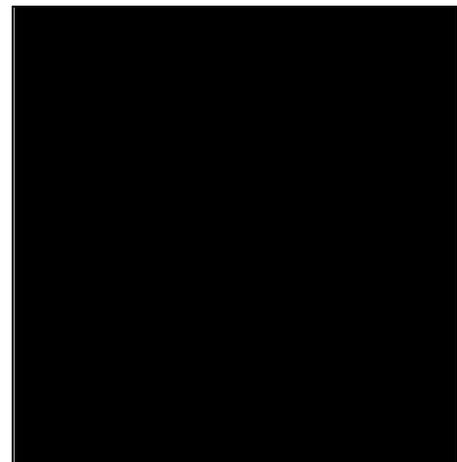
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The first Astoria building was located where the current Safeway store now stands. That first building was destroyed in the Astoria fire of 1922. Following the fire, the current location was built on the site of the Hull residence.

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The Hughes-Ransom Mortuaries are headed by Astoria-Seaside Area Manager, Larry Peterson, a 1963 graduate of Astoria High School, who has 24 years of service with Hughes-Ransom. On the staff in both Astoria and Seaside is Mike McNeil, a Funeral Director for 17 years, 6 of those years with Hughes-Ransom; Todd Slack, a recent graduate of Mt. Hood Community College in Mortuary Science, who is a former Seaside/Astoria resident with previous experience at Lincoln Memorial in Portland, the receptionist Diana Peterson Schroeder in Seaside.

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1999 Recreational Fishery

- Prior to 1998 spring chinook catches in Youngs Bay have been minor (less than 10 fish) and generating little interest. In 1998 clear water conditions and the largest return to date of spring chinook produced significant angler effort and catch of 55 chinook caught in April. Based on sampling 30% of the catch for VSI characteristics and CWT recoveries all fish caught were of local origin. In 1998 initial seasons were adopted in Tongue Point Basin and Blind Slough select areas. Poor returns in both areas resulted in little participation and no known catches.
- In 1999 spring chinook catches in all select areas were minor with only five fish estimated caught in Youngs Bay in April. Tongue Point and Blind Slough areas were expanded to include South Channel and Knappa Slough however low angler effort resulted in no known catches.

BACKGROUND

Releases of Willamette Stock Spring Chinook Smolts into Select Area Fishery Sites, 1990-99

Year of Release	Number of Smolts Released				Total	Year of Return	
	Youngs Bay	Tongue Point	Blind Slough	Deep River		Age 4	Age 5
1990	54,300	--	--	--	54,300	1992	1993
1991	0	--	--	--	0	1993	1994
1992	31,700	--	--	--	31,700	1994	1995
1993	0	--	--	--	0	1995	1996
1994	411,300	--	--	--	411,300	1996	1997
1995	450,200	--	--	--	450,200	1997	1998
1996	451,100	242,300	199,400	--	892,800	1998	1999
1997	464,000	301,800	171,200	--	937,000	1999	2000
1998	456,300	253,800	248,700	56,400	1,015,200	2000	2001
1999	426,400	224,300	200,000	39,700	890,400	2001	2002

- During 1990-94, Youngs Bay smolts were released by Clatsop County Economic Development Council's (CEDC) Fisheries Project in cooperation with ODFW.
- Beginning with 1995 releases, the Select Area Fisheries Evaluation (SAFE) Project funded by the Bonneville Power Administration (BPA) has increased and expanded the spring chinook program. The SAFE Project created under the Northwest Power Planning Council's Fish and Wildlife Program, is an interagency (CEDC, WDFW, and ODFW) coalition whose goal is to create and expand known stock fisheries in the Columbia River Basin to allow harvest of strong stocks while protecting depressed stocks.

1999 Select Area Commercial Seasons and Landings

Fishing Period	Youngs Bay		Tongue Pt/South Ch.		Blind Sl./Knappa Sl.	
	Chinook (Upriver)	W. Sturg.	Chinook (Upriver)	W. Sturg.	Chinook (Upriver)	W. Sturg.
Feb 24-25	0	0	--	--	--	--
Mar 3-4	2	0	--	--	--	--
Mar 10-11	2	1	--	--	--	--
Apr 22	47(3)	4	--	--	--	--
Apr 26-29	148(3)	11	26 (5)	60	39	2
May 3-7	216(6)	8	49 (2)	55	69 (1)	38
May 10-14	95	15	45	59	106 (1)	14
May 17-21	214(4)	5	44	32	98	18
May 24-28	49	2	18	30	57	12
May 31-Jun 4	97	25	14	19	48	10
Jun 7-11	70	14	2	4	33	0
Jun 14-16	67	1	--	--	--	--
Jun 21-25	39	5	--	--	3	0
Jun 28-July 2	34	0	--	--	5	0
July 6-7	40	9	--	--	--	--
July 13-14	50	18	--	--	--	--
July 20-21	65	42	--	--	--	--
July 27-28	63	10	--	--	--	--
Season Total	1,298(16)	170	198(7)	259	458 (2)	94
Days Open		36		13		16

- Spring chinook catch peaked during early May and was below preseason expectations for all fisheries.
- White sturgeon catch of 523 fish in the combined fisheries were below preseason expectations of 600 fish.

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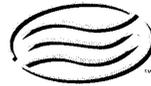


FISHERY OBJECTIVES AND GUIDELINES

1. Maximize commercial and sport harvest while providing quality sport fishing opportunity.
 - Return of local spring chinook to select areas in 2000 totaling 5,900 fish should be the best ever.
2. Minimize impacts on nonlocal chinook and steelhead.
 - Impacts to species listed under the Endangered Species Act (ESA) are reviewed by the Technical Advisory Committee (TAC) and subject to the National Marine Fisheries Service (NMFS) biological opinion process.
3. Stay within the white sturgeon annual catch guideline for select areas in 2000 of 10% of the total commercial allocation.
 - Fewer than 50 upriver chinook including two Snake River wild and two upper Columbia wild fish are expected.
 - Steelhead impact is expected to be fewer than 50 fish, primarily a mix of hatchery fish; winter kelts and early summer runs.
 - Local chinook catch in Youngs Bay includes about 300 Select Area Bright (SAB) fall chinook.

Sport Fishery Expectations

- Estimated sport catch of 100 spring chinook for all select areas with about 50 fish estimated for Youngs Bay.
- Fewer than five nonlocal spring chinook are expected to be caught.



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 7 PM Mar 5 (Sun) - 7 AM Mar 6 (Mon) (12 hr)
 7 PM Mar 12 (Sun) - 7 AM Mar 13 (Mon) (12 hr)
 3 nights

Spring Fishery (Blind Sl./Knappa Sl., 8-inch max. mesh)

Dates: 7 PM Apr 23 (Sun) - 7 AM Apr 24 (Mon) (1 night)
 7 PM Apr 30 (Sun) - 7 AM May 1 (Mon) (1 night)
 7 PM May 2 (Tue) - 7 AM May 3 (Wed) (1 night)
 7 PM May 7 (Sun) - 7 AM May 8 (Mon) (1 night)
 7 PM May 9 (Tue) - 7 AM May 10 (Wed) (1 night)
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 7 PM May 30 (Tue) - 7 AM May 31 (Wed) (1 night)
 7 PM Jun 4 (Sun) - 7 AM Jun 5 (Mon) (1 night)
 7 PM Jun 6 (Tue) - 7 AM Jun 7 (Wed) (1 night)
 7 PM Jun 11 (Sun) - 7 AM Jun 12 (Mon) (1 night)
 7 PM Jun 13 (Tue) - 7 AM Jun 14 (Wed) (1 night)
 15 nights

No commercial fishing in Deep River, WA based on poor return expectations

2000 SELECT AREA COMMERCIAL FISHERY RECOMMENDATIONS**Youngs Bay**

Dates: **Winter Fishery**
 Noon Feb 23 (Wed) - 6 PM Feb 24 (Thur) 1 day
 Noon Mar 1 (Wed) - 6 PM Mar 2 (Thur) 1 day
 Noon Mar 8 (Wed) - 6 PM Mar 9 (Thur) 1 day
 3 days

Spring Fishery
 Noon Apr 19 (Wed) - 6 PM Apr 20 (Thur) 1 day
 Noon Apr 26 (Wed) - 6 PM Apr 27 (Thur) 1 day
 Noon May 1 (Mon) - 6 PM May 3 (Wed) 2 days
 Noon May 8 (Mon) - 6 PM May 11 (Thur) 3 days
 Noon May 15 (Mon) - 6 PM May 19 (Fri) 4 days
 Noon May 22 (Mon) - 6 PM May 26 (Fri) 4 days
 Noon May 29 (Mon) - 6 PM Jun 2 (Fri) 4 days
 Noon Jun 5 (Mon) - 6 PM Jun 9 (Fri) 4 days
 23 days

Summer Fishery
 Noon Jun 12 (Mon) - 6 PM Jun 15 (Thur) 3 days
 Noon Jun 19 (Mon) - 6 PM Jun 21 (Wed) 2 days
 Noon Jun 26 (Mon) - 6 PM Jun 28 (Wed) 2 days
 Noon Jul 4 (Tues) - 6 PM Jul 5 (Wed) 1 days
 Noon Jul 1 (Tues) - 6 PM Jul 12 (Wed) 1 days
 Noon Jul 18 (Tues) - 6 PM Jul 19 (Wed) 1 days
 Noon Jul 25 (Tues) - 6 PM Jul 26 (Wed) 1 days
 11 days

Select Area Commercial Landings and Ex-Vessel Value

Year	Fishery	Chinook		White Sturgeon		Ex-vessel Value
		Pounds	Number	Pounds	Number	
1992	Youngs Bay	3,348	296	381	10	\$10,700
1993	Youngs Bay	12,780	851	974	32	\$39,700
1994	Youngs Bay	2,218	156	758	31	\$ 9,200
1995	Youngs Bay	2,891	201	2,799	110	\$17,400
1996	Youngs Bay	9,421	789	14,203	581	\$42,800
1997	Youngs Bay	24,338	1,820	8,827	351	\$71,800
1998	Youngs Bay	34,031	2,128	6,729	257	\$98,400
	Tongue Point	484	31	2,169	79	\$ 4,800
	Blind Slough	702	60	488	19	\$ 2,600
		35,217	2,219	9,386	355	\$105,800
1999	Youngs Bay	19,183	1,298	4,863	170	\$62,200
	Tongue Point	2,822	198	6,695	259	\$19,500
	Blind Slough	5,962	458	2,448	94	\$21,000
		27,967	1,954	14,006	523	\$102,700

- High ex-vessel value for combined areas in 1999 were generated by the second highest chinook and white sturgeon catches with high average price per pound values of \$2.80 for chinook and \$1.74 for white sturgeon.

Suit asks judge for salmon notch in Elk Creek Dam

Conservationists, anglers and commercial fishermen filed a lawsuit in Portland on Thursday over Elk Creek Dam, asking a judge to order the half-completed structure notched so threatened coho salmon can reach spawning habitat more easily.

"We have this white elephant we need to get rid of that is blocking the river... and totally out of sync with the government's plan and everybody else's plan for revitalizing the fishery," said Wendell Wood of the Oregon Natural Resources Council.

The lawsuit argues that the Corps violated the Endangered Species Act by failing to consult the National Marine Fisheries Service on the dam and its impacts on coho salmon, a threatened species. It also argues that the dam and the trap-and-haul program are killing more protected fish than the fisheries service authorized under a special permit allowing some mortality.

Plaintiffs include the Oregon Natural Resources Council, Oregon Trout, the Pacific Coast Federation of Fishermen's Associations, the Rogue Flyfishers and Waterwatch of Oregon.

The Corps of Engineers did not immediately comment.

9th Circuit Court denies Exxon appeal of punitive damages verdict

The Exxon Corporation appeal of the \$5 billion verdict in the Valdez oil spill was rejected by the 9th U.S. Circuit Court of Appeals March 16, 2000.

The San Francisco-based court ruled against Exxon's appeal which focused mainly on the behavior of Don Warrick, a court bailiff who escorted the jurors and served them food during the five months during which the case was being deliberated in 1994.

Following the verdict, a newspaper article reported that "the deliberations were highly emotional and that juror Rita Wilson was especially stressed by the process and was not getting along well with the other jurors."

A hearing was held following the publication of the story and it was reported by another juror that the bailiff suggested to him one morning that the others might want to put Wilson "out of her misery." The juror continued, saying that the bailiff pulled out his gun and took out one of its cartridges. The bailiff denied the charges but later admitted he had made the comments as a joke. Warrick lost his job and a few months later died of a heart attack.

Exxon argued that the bailiff comments were inappropriate and coercive.

While the court said that "The bailiff certainly should not have made his tasteless joke" the 9th Circuit court judges said in their 18-page ruling, "In order to obtain a new trial on account of it, Exxon would have to demonstrate actual prejudice. It did not."

Exxon has filed a number of appeals of the punitive damages verdict as has co-defendant Joseph Hazelwood, who was the captain of the Exxon Valdez when it went aground on the reef in Prince William Sound in March of 1989 with the resultant spill of 11 million gallons of Alaska crude.

Oregon oyster grower claims New Carissa oil spill ruined beds

The Clausen Oyster company has filed a lawsuit in U.S. District court in Eugene, Oregon claiming that oil spilled when the New Carissa ran aground Feb. 4, 1999

destroyed half of Clausen's 700-acre oyster bed in Coos Bay, Oregon.

The suit names the ship and its registered owner, the Japanese company that operated the freighter and its insurer as defendants. Also named in the suit is the ship's captain and Bill Milwee, a Portland-based salvage expert who represents the owner and insurer of the vessel.

Lilli Clausen, who owns the business with her husband, Max was quoted in articles as saying, "The last year has been terrible. Everyday has been a challenge just to stay in business."

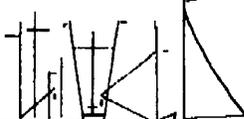
The attorney representing the Clausens estimated that the firm's loss will be in excess of \$3 million. The company estimates that it will lose about 75 percent of its expected profits this year and next.

A total of 72 claims were filed following the spill. Out of that number sixty-five have been settled. Out of that number three of those claims were brought by other Coos Bay oyster companies and totaled \$324,819.

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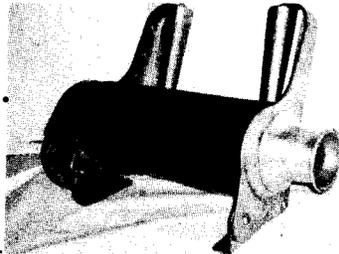
High Boat Beer and Cigars at Union Cannery station around 1916 in Alderbrook, Astoria. Man on extreme left is sitting on keg. Spigot is visible below his knees. The man with dog between his legs is Carl Moberg. "Big John" Peterson is standing to his right, then Carl Piel. In front of Carl is (L to R) Vic Carlson Sr., and Leonard Soderstrom. Antone Sorenson is sitting at extreme right.

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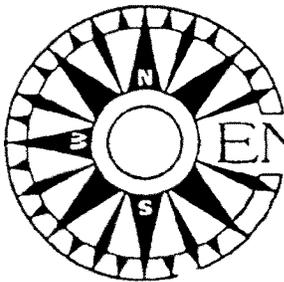
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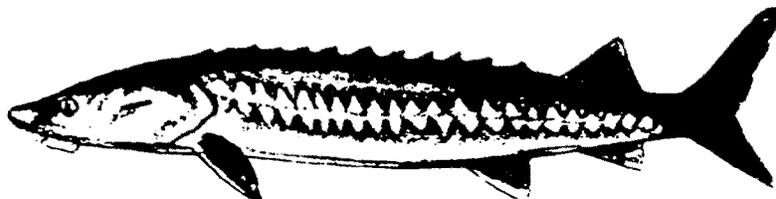


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From the pages of Astoria's daily newspapers

75 years ago — 1925

ATTEMPT TO RUSH DAM PROJECT

EDITORIAL: Late in January a report was received that pressure was being placed upon the Federal Power Commission for permission to proceed with the power development at Priest Rapids, on the Columbia River, although assurance had been given that nothing further would be done on the matter, pending the outcome of experiments to determine the possibility of assuring the safe passage of salmon over the proposed dam. The danger that the Columbia River salmon run would be destroyed by such a dam has been discussed at length and is well understood; and the experiments mentioned in which the fishing interest, the power interests, and the state and federal fisheries departments are co-operating, are now in progress. This journal immediately brought the report to the attention of Gov. Hartley of Washington as well as the fishing interests affected; and in reply to inquiries, the Power Commission reiterated its promise, that no final permit would be issued until the conclusion of the present experiments. The power people, however, are apparently becoming restless and show a disposition to try to rush matters, although they agreed that this investigation should be made before proceeding with their work. Constant watchfulness on the part of the fishing people will evidently be necessary if their interests are to be protected. The power people themselves are responsible for the delay which they now find irksome. They received a preliminary permit in 1920, and any necessary investigation should have been started at that time. Instead, they completely ignored the position of the fishing industry, although it had been on the ground nearly 60 years and formed one of the basic resources of the country. There is no good reason why they should now be in such haste to proceed until means for protecting the fishery have been developed. The country's power resources are destined to be of incalculable value, and there is evidence of a concerted effort on the part of the hydroelectric interests, which are closely interwoven, to get possession of them. As for this and other Columbia River projects, from the standpoint of public welfare there will be no need of them for many years to come. As a matter of public policy, it would be worse than folly to permit the destruction of a resource on which thousands of our own people depend that the available power may be turned over to Eastern interests as a basis of speculative promotion schemes and frenzied financiering in the sale of securities to the public. The promoters and manipulators of such projects are residents of the East, and the welfare of our present population and industries is of no concern to them.

—The Pacific Fisherman

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Salvage Chief

Nearly 50 Years of Rescuing,
Refloating and Repairing

By Bruce Buls

From the "Notable Operations" log of the M.V. Salvage Chief.

"Dec. 1952—S.S. Yorkmar liberty ship grounded on open beach north of entrance to Grays Harbor, Washington. After laying out three anchors the Salvage Chief backed into the breakers and put three tow lines on the stranded ship. In spite of heavy seas the vessel was successfully refloated"

"Nov. 1953—Oil barge #16 loaded with benzol broke away from a tug on the Columbia River bar and drifted through the breakers and went ashore on Clatsop Spit a noted graveyard for shipwrecks. After laying out a salvage anchor the Salvage Chief went into the surf to put a tow line on the barge and then heaved herself and the barge out of the breakers into deep water"

"Nov. 1978-Jan. 1979—Refloated a small passenger ship Glacier

The 202-foot Salvage Chief at her berth in Astoria, Oregon. The new wheelhouse was added in 1981

Queen which had sank in 55 feet of water at Seldovia, Alaska. The vessel had to be refloated and towed to sea to prevent a continuing oil pollution source. This salvage operation was conducted for the Supervisor of Salvage, U.S. Navy Diving operations continued unbroken by cold, fatigue or foul weather for 49 days. The water temperature was 36 degrees. More than 200 patches were installed by four divers working 6 1/2 to 8 hours per day. After refloating the vessel, explosive charges were placed in various compartments prior to towing it to a disposal area in the Gulf of Alaska where it was scuttled in 2000 fathoms of water."

These are just a few over 200 entries in the log. From Mexico to Prudhoe Bay, the Salvage Chief has rescued, repaired, and refloated a multitude of boats and barges since she was converted from a WWII Navy landing ship to salvage specialist. Have winches. Will travel.

As a LSM (landing ship medium) the 202-foot vessel was designed to run right up on a beach, open a pair of bow doors and unload cargoes of personnel and equipment, including tanks and trucks. To get back off



the beach and into deeper water, the LSMs would drop an anchor off the stern as they headed to the beach and then winch themselves back off against the anchor.

Basically, this is how the Salvage Chief operates when rescuing vessels that have gone aground, except in reverse. The ship backs into the beach having dropped three 12,000 pound Eells anchors off the bow. When close enough, they run lines from the stern to the disabled vessel. Sort of like a tow truck, except the 'truck' is usually parked in breaking surf.

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Getting the three 1 3/4" wires back to the beach is a challenge unto itself. Over the years, they've used a variety of tricks with messenger lines, but lately the best method involves a Boeing Vertol helicopter that picks up each bitter end from the Salvage Chief and carries it to the stricken vessel.

Once hooked at both ends, the winching begins. Capt. Reino Mattila has been running the Salvage Chief for 45 years and knows when to hit low gear on the huge, electrically powered winches and when to let the line give. His experienced crew also knows how to ride the winch controls. Don Floyd, the bos'n, has been with Mattila since 1972 and is one of three full-time employees stationed on the vessel.

Mattila, Floyd and the Salvage Chief all reside in Astoria, Ore., just inside the infamous Columbia River bar. In the old days, they would be jumping from one job to another throughout the stormy winters. Lately, though, the jobs have become fewer and farther apart. It's been a year since they were last called to action. The owner, Fred Devine Diving & Salvage, is now partnered with Dunlop Tug, and much of the towing work is handled by a new generation of tugboat. Furthermore, Capt. Mattila says, there are fewer disabled or grounded vessels, thanks to improved safety practices and navigation equipment.

Nevertheless, the Salvage Chief is standing by, ready for a call. The captain is semi-retired, but he can quickly assemble a full crew and put to sea. The ship itself is in great shape, fueled and ready to rock and roll.

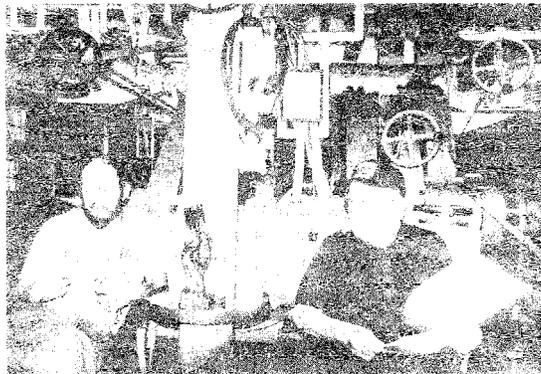
Launched in 1945 and converted to salvage work a few years later, the ship underwent major modifications in 1981: Five new generators and electrical control panels were installed, a new wheelhouse with up-to-date electronics was added, and a new workshop/helo pad was built on the stern, among other projects.

The original pair of Fairbanks Morse, 1,800 hp, opposed-piston, direct-reversing main engines still power the propulsion system. The old manual engine controls have

long since been replaced with remote controls, but the telegraph system between the wheelhouse and the engine room remains because the captain likes it.

He also enjoys taking the old girl to sea, but worries about her future and about a future without her. Unlike the Oregon Responder, an oil spill response vessel also tied up at the Port of Astoria, no public or institutional subsidies support the Salvage Chief. With a diminishing work load, at some point the economics might not pencil out.

On the other hand, no other vessel and crew can do what the Sal-



Bos'n Don Floyd (left) and Capt. Reino Mattila

vage Chief does. As Capt. Mattila says, "Somebody is going to be real happy we're around." And that somebody could be the public when the Salvage Chief prevents another ecological disaster, such as the derelict barge of benzol (benzene) that didn't break up on jetty rocks thanks to Capt. Mattila, his crew and his ship.

When asked the value of the property they've saved, Capt. Mattila says "I don't think the calculator goes that high." Which means he hasn't added it up, but the number would be millions upon millions.

It's also noteworthy that despite the extreme dangers inherent in the work, no one has been killed doing it. The captain and his helicopter pilot crashed into the water upside down one time when they took off still tethered to the vessel, but they swam away from it. They've parted lines, they've sent divers deep into dark waters to work with explosives, they've en-

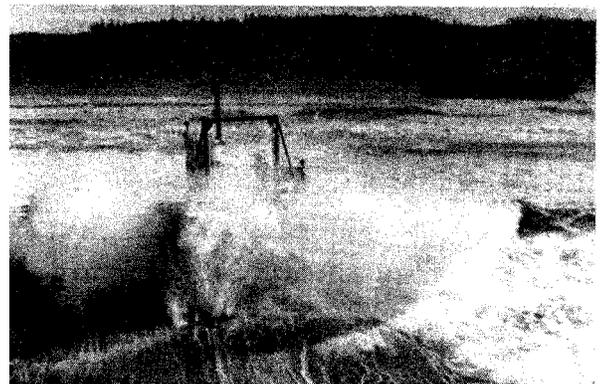
dured horrific storms, they've towed vessels across the North Pacific, and they've all lived to tell the tales. And what tales they are. Just a few more examples:

"June 1976—Proceeded to Homer, Alaska and refloated the sunken jack-up oil drilling platform George Ferris. The platform was submerged at high water with all four legs deeply embedded in glacial silt. The vessel jacks were unable to extract the legs and two of the legs were broken during the attempt. This caused the platform to be stranded below the high water level. To refloat the vessel it was necessary to set explosive charges and cut all four legs simultaneously allowing it to refloat after which it was winched clear of the several legs. Before setting off the charges extensive diving operations were necessary to construct blast shields in order to minimize damage to sea-life in the area"

"March-August 1989—When the V.L.C.C. Exxon Valdez ran aground on Bligh Reef ... the Salvage Chief was dispatched from Astoria to be used as a dive platform and repair facility. Our salvage team assisted in refloating and preparing the vessel for the 2500 mile voyage to a drydock. The underwater work included drilling several hundred 1 1/2" crack arrester holes and cutting off all the steel plate that was hanging from the bottom During the transit to drydock the Salvage Chief served as a rescue escort vessel ... Devine divers were part of the riding crew in charge of monitoring and maintaining the proper air pressures that kept the vessel afloat

Let's hope that the Salvage Chief is herself kept afloat for many years to come.

The Salvage Chief pulling the grounded Yorkman off the beach in 1952.





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Salmon For All Spring 2000 activities

In December 1999, the Board of Directors voted unanimously to support Option 4 of the Juvenile Salmon Study, which includes breaching the four Snake River dams. Since that time, we have testified at hearings and attended meetings, co-sponsored a press conference, written letters and spoken with elected officials about the removal of the dams. Our efforts during the public comment period for the Juvenile Salmon Study included testimony in Astoria and Portland, Lewiston Idaho, and Sitka, Alaska. Salmon for All remains absolutely committed to the restoration of the Snake River salmon runs by the most effective method proposed.

Recently, the Wahkiakum County Commissioners sent a letter to the Army Corps of Engineers urging them to keep the dams in place. Led by Salmon for All board member Kent Martin, the local fishermen have questioned the action of the commission wondering how the lower Snake River dams help the constituents of the county.

Salmon for All continues to be an active

voice in opposition to deepening the Columbia River as proposed by the Army Corps. As you are aware, the Corps project proposes continued dumping of dredge spoils at Rice Island, home to one quarter of the world's Caspian tern population. The Corps also proposes two solid years of dredging, thus not allowing for migration of juvenile or adult salmon. Salmon for All representatives have attended a number of meetings and written numerous letters in opposition to the proposal. We've found it impossible to support a project which negates salmon restoration efforts.

As the spring salmon season on the main stem was cut far short, we have been actively involved in discussions to ensure our opportunities for the fall main stem fishery. Additionally, we're actively pursuing sources of continued support of the select area fisheries. In April, Salmon for All was awarded a training grant from the Oregon League of Conservation Voters, enabling us to develop more effective lobbying efforts on behalf of the select area fisheries.

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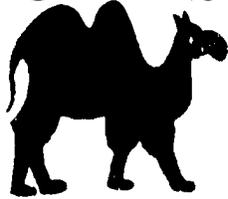
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Paper says remove Snake River dams to save fish

The following editorial appeared in Sunday's editions of *The New York Times*.

The Clinton administration has been willing to challenge 70 years of accepted public policy that hydroelectric dams are by definition a good thing. Led by Secretary of the Interior Bruce Babbitt, it has pressed the contrarian notion that dams that are doing more harm than good—to fish stocks, to watersheds and to the environment generally—ought to come down. Several dams have in fact been destroyed in the last few years. But these dams have been relatively small, and the administration now faces a huge test of its resolve—whether to order the breaching of four large hydroelectric dams on the lower Snake River in eastern Washington state. The purpose would be to restore 140 miles of the river to its natural free-flowing state and greatly increase the chances for survival of the river's depleted salmon populations.

These dams provide many benefits—power, irrigation and shipping—and most regional politicians seem flabbergasted that anyone would even think of breaching them. But if the administration follows the path that most scientists have drawn for it and does an unprejudiced calculation of costs and benefits, it will ask Congress to breach these dams. In doing so, it will have partly atoned for a colossal ecological mistake and added greatly to President Clinton's environmental legacy.

The fate of the dams lies with two federal agencies that are expected to issue reports in the next two months—the National Marine Fisheries Service and the Army Corps of Engineers. Both are under orders from a federal judge, Malcolm Marsh, to devise recovery plans for the salmon under the Endangered Species Act.

Dam-breaching is on the table because other efforts to save the salmon have

failed. The four Snake River dams came on line between 1962 and 1975. In the last 25 years, in a futile effort to assist fish migration, the federal government has spent more than \$3 billion on programs that include fish ladders, hatcheries and even a complicated truck-and-barging system to get the young fish downstream. Even so, salmon stocks, which averaged more than 100,000 adults in the 1960s, have fallen to little more than 3,000.

Although some federal biologists argue that the barging programs should be given more time, most scientists believe that breaching the dams would be the most effective step toward restoring the wild salmon runs. One team of federal, state and university scientists gave the spring-summer chinook runs an 80 percent chance of recovery if the dams were removed. No scientist can or will guarantee complete success. But what seems clear is that the salmon cannot be saved without breaching.

With the science tilting against them, opponents have relied on economic arguments. For example, Sen. Slade Gorton, R-Wash., warns that breaching would be "an unmitigated disaster and an economic nightmare for the region." But it will not. The \$1 billion or so needed to decommission the dams could be rapidly amortized by saving the \$200 million a year now spent running the dams and barging the salmon around them. Indeed, that annual outlay could rise dramatically if the dams were not breached, since the corps would have to take other measures, all of them costly, to satisfy Marsh.

Losing the salmon could exact other costs as well. Near the end of the 19th century, the United States signed treaties with various Northwest Indian tribes guaranteeing fishing privileges for all time in "usual and accustomed places." The Indians have been wonderfully patient in not enforcing these rights over the

years. But if they did, and there were no salmon to be found, the legal obligation, according to federal experts, could run into the billions of dollars.

Some people would suffer real if momentary pain. The dams supply about 4 percent of the region's power, and monthly utility bills could rise between \$1 and \$4 a month if breaching occurs. Even so, Northwestern consumers would still pay among the lowest utility rates in the country. Barge transportation, used mainly to move wheat downstream, would be eliminated above the dam sites. But with modest public investments, the railway that served the farmers successfully until the dams were completed 25 years ago could be revived.

The heaviest price would probably be paid by 13 farms covering 37,000 acres in western Washington, which would lose irrigation water now pumped from a reservoir behind one of the four dams. Here again, modest investments in new wells or pipes to pump water from a lowered Snake River would soften the blow and keep all but the most marginal farmers on their feet. The costs that Gorton regards as unbearable are in fact manageable if the government is willing to step in with targeted grants and loans, much as it did 10 years ago when the decision to save the spotted owl sharply reduced timber harvests.

Is such a program worth it in this case? Oregon's governor, John Kitzhaber, one of the few regional politicians to support breaching, said it well: "If our salmon runs are not healthy, then our watersheds are not healthy. A highly degraded ecosystem—which is where we are headed today—represents a decision to mortgage the legacy with which we have been blessed for our own short-term benefit. I believe we are better than that."



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"This isn't about sacrificing economic benefits for environmental health, it's about coming together as a region and figuring out how to do both" —Gov. John Kitzhaber

By MIKE STARK
Of The Daily Astorian

SALEM— A few days after rattling the regional debate over salmon recovery by endorsing breaching of the lower Snake River dams, Gov. John Kitzhaber was still buzzing.

Pacific Northwest salmon recovery is at a crossroads and it's time for leaders to take a bold stand and make some hard choices, he said in a sometimes impassioned interview this week with The Daily Astorian.

So far, he said, the silence on substantive decisions has been deafening.

"This Northwest has no plan of action but we've got all this flowery rhetoric by everyone in public office about 'Boy, we've got to do something here,'" Kitzhaber said, tightening his hands and gesticulating, "But no one has the courage to stand up and recommend a course of action."

The governor's speech to the Oregon Chapter of the American Fisheries Society on Friday set off a firestorm in the controversy over whether breaching the Snake River dams should be considered in a regional salmon recovery plan.

The speech left him standing alone among Northwest governors and exposed to harsh criticism and praise.

Kitzhaber said he expected to get "scoured" for his endorsement of dam breaching but said his speech was meant to do more than reignite the debate over dams.

"To me, the issue is about making decisions," he said.

In the ceremonial meeting room lined with Oregon myrtle wood, Kitzhaber relaxed on a couch in his trademark blue jeans and cowboy boots. Hand-carved busts of

former Republican U.S. Sen. Mark Hatfield and former Democratic Gov. Charles H. Martin nudged into two corners of the second floor office in the capitol building.

Above a light drizzle falling outside, Kitzhaber was at times passionate and measured during the 40-minute interview.

With two years and one legislative session left in his final term, he vowed to stay the course he has laid out during the last six years: salmon and watershed restoration, enhanced health care and funding for schools.

Despite a reputation for coalition building, Kitzhaber has spent the last few weeks on two decidedly lonely paths among governors: stumping in Washington state for former Sen. Bill Bradley's bid for the Democratic presidential nomination and taking a firm stand on dam breaching in the Snake River.

Although his most fiery comments focused on dam breaching and salmon recovery, Kitzhaber offered his thoughts on a few key issues facing Clatsop County.

He said he hasn't thrown his full support behind the U.S. Army Corps of Engineers' plan to deepen the Columbia River between Astoria and Portland. In November, his office sent the corps a list of concerns about the proposal and asked that four specific issues be addressed, including disposal sites, Caspian terns and effects on sturgeon and smelt.

"We can't throw our full support behind it until the issues that we've raised have been addressed," he said.

Deepening the channel is economically important, he said, but needs to have adequate protections for the environment.

California game officials trying to halt the spread of Northern Pike

California fishery officials, winnowing options for fighting the razor-toothed northern pike, are drafting plans to erect a mile-long barrier across a Sierra Nevada lake to trap the fish and force it to eat its own young next spring.

Two years ago, state officials poisoned the lake to destroy the pike, but instead killed almost all the fish in the lake and made the water undrinkable for months.

The barrier — either a net or a screen — is one of several strategies state and local authorities have devised to purge Lake Davis of the nonnative northern pike, a fierce game fish experts fear could threaten northern California's salmon and trout populations if it slips into the river system.

Scores of pike have been found since spring in the mountain lake in Plumas County 220 miles northeast of San Francisco. One pike, a lean, muscular fish with daunting teeth, was 27 inches long.

"It (the barrier) is one of 11 things that are in the category of 'do all these things now,'" said Portola City Manager Jim Murphy. "It would be nine-tenths of a mile long across the southern edge of the lake at Mosquito Slough," the pike's spawning grounds, he added.

The barrier is intended to block the pike from escaping into other parts of the lake and, when the spawning period arrives, force them to eat their young or starve.



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Waves from the Past...

Drawn on the Shoals of Time

The concept of haul seining is ancient. Seines were used by Indians on the Columbia River for centuries. Early white fisheries in the region employed the same method. In 1895, R. D. Hmne introduced the idea of using horses to bring in the nets.

I first learned about horse seining as a child crossing the river on the Astoria ferry. A kindly older gentleman told me the structure on piling in the river was a horse barn, and that a few years back I could have seen horses wading in the middle of the river. He recounted how Captain Fritz Elving, the Swedish immigrant who founded the Astoria-North Beach Ferry, delighted in telling passengers, "Ja, on Columbia River, ve teach our horses to valk on vater!"

Haul seining literally clung to shifting sands. Each year the spring freshets brought immense hydrological changes to the lower Columbia. The dams have changed all that; freshets are now a thing of the past. But similar forces are at work today. Most people are familiar with the need for up-to-date charts for navigation purposes. Think of what the same information would mean if your business depended upon owning rights to sands visible only at low water.

During the early decades of this century, Clatsop County surveyor G. F. Parker (father of Ken Parker) repeatedly redrew claims for seining grounds and fishtrap sites. The Museum has a fascinating collection of these drawings. To make sense of them, one first must determine when each was drawn to understand what place it referred to, because the where very much depends on the when.

Consider Sand Island: the middle sands at the mouth of the river were in Oregon when she entered the Union in 1859. A few decades later, the sands had drifted north into Baker Bay and stretched from Chinook to Fort Canby, Washington. In 1904, the freshet shifted the island even farther into Ilwaco harbor. Columbia River Packers Association, with nearby seining and trap sites, daimed the accretion through Oregon law.

Washington residents a few hundred feet away objected. This and similar disputes led to a lawsuit to settle the boundary issue. The U.S. Supreme Court ultimately resolved the case in favor of Oregon in 1908. But in fact the federal government had taken over in 1905, because Sand Island had been deeded a military reservation during the Civil War; the Corps of Engineers collected the lease money for fishing rights thereafter.

Sand Island is but one example. CRPA leased Jim Crow Sands south of Brookfield, Washington, from Enyard and Cook in 1900. By 1914, the shoal had shifted west and south. Navigational charts for 1924-1933 show nothing visible as Jim Crow Sands at all. Photographic evidence shows the Jim Crow bunkhouse located on nearby Woody

Island and a floating horse barn towed about with the shifting grounds. Today, Jim Crow Sands appear as the east end of Pillar Rock Sands, having migrated downriver over the years.

Seining grounds often were controlled by the canneries, which at times led to conflict with more independent fishers. Oregon gillnetters in 1926 sponsored a successful initiative to outlaw fishwheels, traps, and seines on the Columbia River. However, the ban on traps and seines was lifted several years later. Washington voters passed a more sweeping initiative in 1934, prohibiting fishwheels, traps, seines, and all manner of fixed gear. Oregon voters adopted similar provisions in 1948. The final year men fished for salmon with horses on the Columbia River was 1950. —Hobe Kytr

Lower Columbia Seining Grounds

Peacock Spit, CRPA, near present site of Jetty A.

Sand Island, site of several seining grounds leased to the highest bidder(s) by tile Corps of Engineers. *Welch Sands*, on tile north, and *Van Dusen Sands*, on the south of the *Desdemona Sands*.

Elliolt Sands, near Frankfort, Washington.

Harrington Sands, on the north of *Tom Taylor Sands*, New England Fish Company, and *Taylor Sands*, on the south, Taylor Fish Company.

Meehan Sands, CRPA, near present site of Rice Island, west of Harrington Point.

Spencer Seining Ground, on Green Island.

Miller Sands, opposite Altoona cannery.

Pillar Rock Sands, opposite Pillar Rock cannery. *Kabolh Sands*, CRPA, located on the Snag Islands, Woody Island Channel.

Jim Crow Sands, CRPA, opposite Jim Crow Point and Brookfield, Washington.

Ostervold's Seining Ground, CRPA, Puget Island west end, and *Puget Island Seining Grounds*, on the north side below Cathlamet.

H & B (Hodgkins and Ball) Seining Ground, CRPA, Quincy area, near Clatskanie, Oregon.

Deer Island, CRPA (during blueback season).

W. H. Petersen and Cecil Moberg, crew members at Jim Crow Sands, 1940. 1964.9

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Salmon science sometimes still guesswork

So what's going on? We had expected a fairly decent run of hatchery coho salmon to South Puget Sound this year, and it never materialized – and nobody's sure why.

But in Southwest Washington, late coho flocked back to the rivers big time. Biologists had expected 90,000 of them to return to the lower Columbia and its tributaries, but by early November they'd increased their estimates to 250,000. Some of those fish were exceeding 20 pounds, a lot of them running into the mid-teens very big by coho standards—and there were so many of them that the Department of Fish and Wildlife boosted bag limits for river anglers.

What happened in the ocean to increase the survival of Columbia River fish by two and a half times, while not benefiting Puget Sound fish?

Actually, probably nothing. It's not a matter of Columbia River fish increasing, biologists think, so much as inaccuracy in original run-size estimates.

Joe Hymer, a biologist at the department's Vancouver office, says what happened on the Columbia is that while the late-run coho came in at greater than anticipated abundance, the early stock coho came in at half the predicted run size about 115,000 to 120,000 fish strong—and they were supposed to be the dominant coho this fall.

"They balanced each other out," Hymer said. "It sounds like a lot of fish, but we've actually had years where more than a million coho came back to the Columbia. So it was a good return, but it wasn't a great return."

Still, Columbia River fish were large and vigorous. A lot of observers said the Puget Sound fish were smaller than usual. How come?

"We can guess," Hymer said. "I think one difference between Columbia fish and Puget Sound fish might be where they reside in the ocean. I think the Puget Sound fish head farther north, and the

Columbia fish kind of hang off the Washington and Oregon coast.

"The early stock coho from the Columbia heads south, off the Oregon coast, and the late stock goes north, off the Washington coast," Hymer said.

And some of both stocks never leaves the middle ground, spending much of its ocean life around the plume of the Columbia—an area extending tens of miles off the coast where river and ocean mix.

Ocean conditions apparently were good throughout the range of the Columbia River stocks, Hymer said, judging by the size of returning adults.

"What we saw was ... a lot of fish in the teens for both early and late stocks," he said, "which suggests that food supply was more abundant."

So why, then, did early stocks return at half their predicted rate?

It may have to do with the inherent difficulty of forecasting coho run sizes.

One year-class of chinook, for example, will return over a period of several years; some individuals as 2-year-old immature fish known as "jacks," others as 3-, 4- and even 5-year-olds. In each case, the number of chinook of a particular age class returning in a particular year provide some clue about what to expect

from that age class for subsequent years.

Coho are harder to predict, Hymer said, because they return primarily as 3-year olds, and so you have only one dominant indicator—the 2-year-old jacks—on which to base your run-size estimate. And it's just not that dependable.

So it's not necessarily that anything unanticipated happened to the Columbia River fish in the ocean, Hymer said. It's more likely the original run-size indicators simply gave a biased reading.

—Bob Mottram



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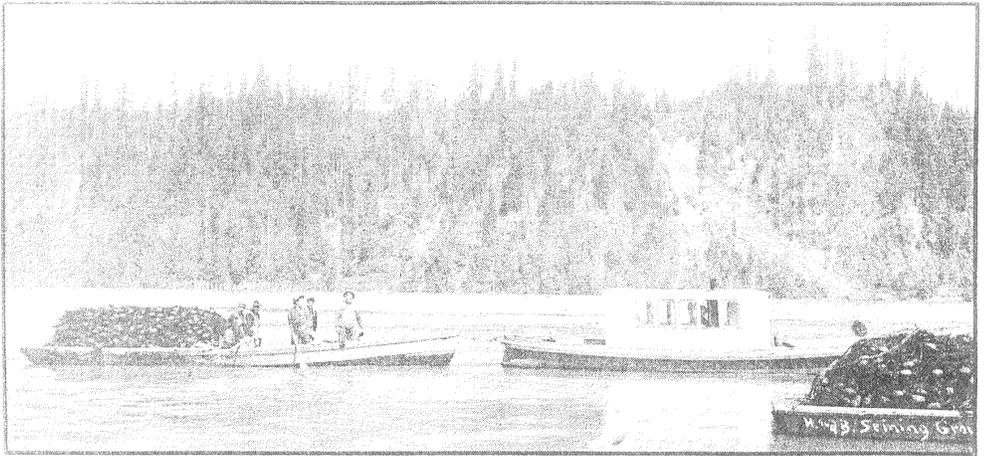
George Crandall... And The Way It Was Early Astoria salmon fishing

I don't know about you but I like to hear about the early days of fishing in Oregon, even if it is sometimes about commercial fishing.

Some thirty-plus years ago I used to go down to Astoria for salmon fishing in the fall. You know that it was a long time ago when I tell you that the charter rate was ten bucks a day—and we thought that was high. We used to stay at the John Jacob Astor Hotel which was then in its heyday. The last time I saw the John Jacob Astor the windows were all gone and the curtains were flapping in the breeze—a sad sight to see.

On one trip to Astoria I was invited to stay with George Crandall, an old retired commercial fisherman. George had arranged for us to charter with his gillnetter friend, Axel Bjorkland. We had some good trips with Axel in 1951 and 1952 but that is not the gist of this article.

George Crandall, the father of former Oregon State basketball stars, Cliff and George Crandall, was a commercial fisherman most of his life. In his later years he lived in a home high on a hill overlooking the Columbia River near Tongue Point.



I had wanted to take George out to dinner, but he said he'd fix us a better meal right there at home. "Have you ever had salmon cheeks?" he asked me. "It is the best part of the fish but most people don't know it and throw away the whole head."

George was a good cook and the meal was superb. After dinner we looked out over the Columbia and he began to reminisce about the early days of the commercial salmon fishery. As he talked I began to wish I had a tape recorder, or at least a note pad.

In George's time on the river he had done almost everything—from running a sail-powered gillnet boat to buying horses for the horse-drawn seines; he even learned how to dive in a diver's suit to clear out

snags that would otherwise rip up the nets.

George was a marvellous story teller with a unique sense of humor. He had raised his family along the river and during the netting season they lived on the seining grounds. This was just west of the old Beaver Ammunition Dump near the mouth of the Little Clatskanie River. They had to take their boat up the twisting Clatskanie for supplies. Said George, "That river was so crooked that only certain snakes could follow it."

George Crandall was born on February 9th, 1870, in South Royalton, Vermont. He worked his way out to San Francisco at an early age and eventually wound up in Astoria. He went to work on the Hodg-

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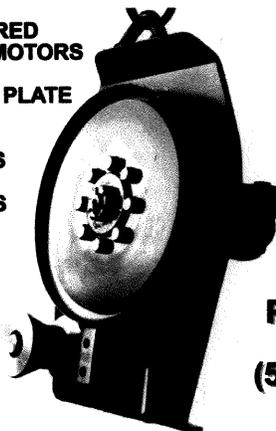
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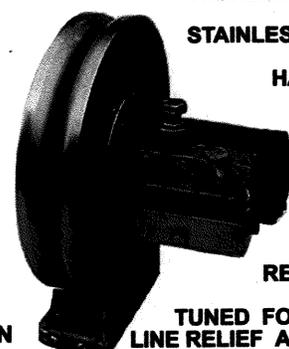
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kins and Ball seining grounds in 1891. This was about 39 miles east of Astoria up the Columbia River. Here he built a house and ran the seining operation for many years. The seining grounds were used until 1950 when the state of Oregon outlawed both fish traps and net seining. The seining grounds were a great place to raise a family. The Crandalls kept a cow for milk and raised hogs to eat the garbage.

Horse-drawn nets were in operation until after the start of World War II. The horses were lodged on barns on barges right out on the seining grounds. The nets, which were sometimes three-quarters of a mile long, were laid out by large skiffs. The ends were taken to shore where the horses were hooked on. To quote George:

"We found that there was a certain size



horse that worked the best for this job and I used to go up to Lewiston, Idaho, to buy them. They weighed around 1400 pounds and that seemed to be just about right. Those horses pulled in hundreds of tons of salmon for us and they seemed to enjoy the work. The average haul was about eight tons per drift and in a good year we would bring in around 270 tons. Fish were so plentiful that they sold for around five cents per pound."

About his diving, George had this to say: "I more or less learned to use a diver's suit out of necessity. We would have a snag wash into our netting ground and we'd have to wait sometimes three or four days for a diver to come from Portland to help us clear it out. It really wasn't so hard once you got used to it. You ought to try it sometime. The bottom isn't all smooth like you would think. There are spots down there that are four to six feet deeper than the rest and I'm convinced that many of those salmon would hide down in those holes while our nets went right over the top of them."

After power boats became available, George Crandall also ran gillnets for part of his fishing life. The law said that you could not put your nets in the water before 6:00 p.m. on Sunday night. There was always a race to hit the choice drifts at the right time. Cliff Crandall recalls

one night when he was about 14 or 15 years old that he went out with his father. They timed their arrival at the choice drift just right and began laying out their net. Much to their surprise and anger, another fisherman had cut in ahead of them and was busily laying out his net. This would, so to speak, "cut the Crandalls off at the pass." This was known as "corking" – and nobody "corked" George Crandall's net.

With a moment's hesitation, he grabbed his gaff hook, headed for the interloper's boat, and boarded it. Young Cliff was afraid the men would kill each other. He wound up hitting his father with an oar to break up the row. About then the other fisherman gave ground, pulled up his net and got out of their way. The Crandall boys said that gillnet fights were common and that it was not unusual for a boat to go drifting off with no fisherman aboard. Sometimes it was from too much to drink but who could tell?

To give you an idea of how plentiful salmon were in the late 1890s and early 1900s I want to quote from that wonderful little book, *The Trail Led North—Mont Hawthorne's Story*, by Martha Ferguson McKeown (MacMillan Company, New York, 1949).

"Devlin's Cannery was bound to take fish that was caught in the traps every other day. That was the first year that they had traps on the Columbia. McGowan and Sons owned the traps. Devlin was paying them seventy cents for every fish. They was our fish and we had to take care of them. If we couldn't, we would shovel them overboard the second night and clean up for the next catch. At that time we often threw as many as five hundred big salmon overboard every other night. Some of the fish weighed from 40 to 50 pounds apiece. The town stunk something just awful. There wasn't no laws regulating what happened to the fish."

Salmon netting was very hard physical work and they were at it on the seining grounds long hours every day of the week when the run was on. They were wet most of the time and they grabbed a bite to eat whenever they could. George's therapy then was to go up to St. Martin's

Hot Springs on the Wind River in Washington State and take the hot baths, drink the mineral water, and sleep—for about a week. According to George, "When you went there you were about at the end of your rope—but after a week there you were a new man."

George Crandall came from tough stock and took care of himself at home until he was in his early 90s. He was somewhat embarrassed by a fall he took from a tree he was pruning. An avid sports fan, he maintained a strong interest in Astoria High School teams as long as he lived.

George's sense of humor never left him. I know that he was 90 when we were together at a friend's house along with his daughter Jane Lokan and her family. All of us worked together in the Sunday School at Milwaukie Lutheran



Church. I happened to be Superintendent at that time and one of the ladies was giving me all kinds of suggestions as to how we could do things better. I said, "Come on, Doris, be reasonable." And when she persisted I turned to George and said, "George, did you ever see a reasonable woman?" With a perfectly straight face he replied, "No, I don't think so. I heard of a reasonable woman once—but I never did actually see one?"

We lost a good friend who was a real credit to the human race when George Crandall left this earth in 1962. I am glad that I had a chance to share some time with him.

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A Wave Goodbye

Joseph M. Didricksen

Fisherman, 48

Joseph M. Didricksen, 48, a lifetime resident of Cathlamet, Wash., died Saturday, Jan 8, 2000.

Mr. Didricksen was born July 2, 1951, in Longview, to George and Mary Markovich Didricksen. His mother survives, living in Cathlamet. He graduated from Wahkiakum High School in 1969.

Mr. Didricksen was an avid fisherman since childhood and a commercial fisherman on the Columbia River and in South Naknek, Alaska, as well as Willapa Bay and Puget Sound. He enjoyed his coffee visits with the old-time fishermen, and loved Columbia River and Cathlamet history. He was a member of the Columbia River Fishermen's Protective Union and Salmon for All.

Philip Arthur Hyke

Fisherman, 79

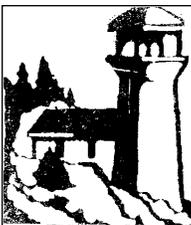
Philip Arthur Hyke, 79, a longtime resident of the Mayger-Clatskanie area, died Thursday, Jan. 13, 2000, in Clatskanie.

Mr. Hyke was born July 8, 1920, in Vale, to William Jeremiah and Ruby Ruth Pritchard Hyke. The family moved to Mayger when he was 3 years old. He graduated from Clatskanie High School in 1938.

He joined the U.S. Navy during World War II and served in the South Pacific on an aircraft carrier.

Mr. Hyke married Julia Raade on Dec. 5, 1942, in Las Cruces, N.M. She survives.

Mr. Hyke was a fisherman all his life. Family members say the Hykes loved the Columbia River and built their home where they could enjoy the view and watch the big ships and tugboats daily. Mr. Hyke fished the Alaskan waters in Kodiak and Bristol Bay during the sum-



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mer months. Family members say he greatly appreciated the outdoors, hunting, vegetable gardening and especially assisting his wife in caring for their dahlias.

Mr. Hyke was a member of the Columbia River Fisherman's Protective Union and the Alaska Fisherman's Union.

Raymond V. Johnson

Raymond V. Johnson, 86, of Astoria died Sunday, May 7, 2000, in Warrenton.

Mr. Johnson was born July 29, 1913, in Astoria to August and Mary Gustarson Johnson. He grew up in Astoria and graduated from Astoria High School. He then worked for several years at various jobs before entering the military.

Mr. Johnson served in the U.S. Army and was a staff sergeant stationed in Italy for a while. He was discharged in 1945.

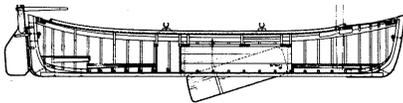
He married Dagny Jacobsen in Natselle, Wash., on Dec. 24, 1945. Mrs. Johnson died on March 14, 1999.

The Johnsons owned and operated City Iron Works in Astoria for many years. Mr. Johnson built boats and fished for 15 years after his retirement in 1972.

The Johnsons enjoyed traveling.

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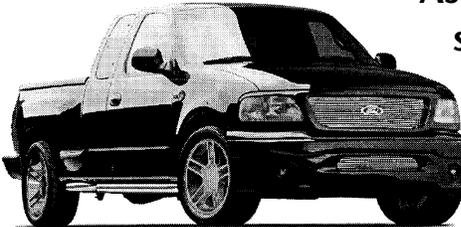




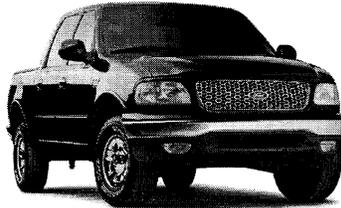

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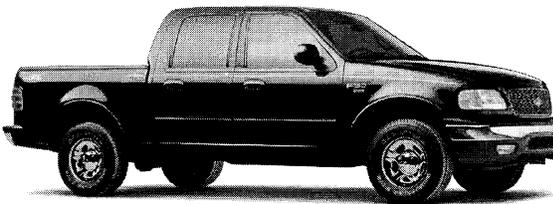
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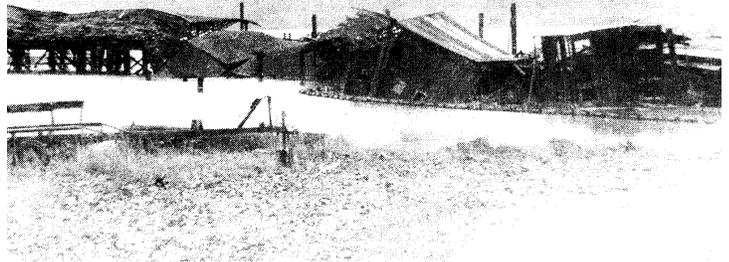


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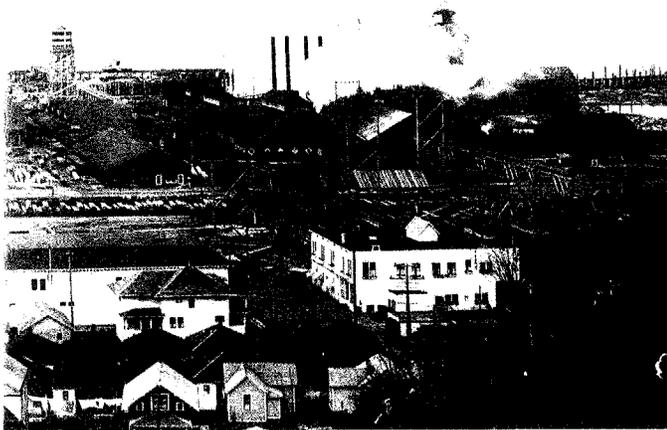
Waves From The Past



A familiar sight was old time stern wheeler Lurline which sailed between Portland and Astoria in the early 1900's



A Historic Landmark along the Columbia River is no more. The Mayger Fish Station, the original site of the town of Mayger, collapsed into the swollen Columbia. Owned by Bob Hyke and Darliss Hyke, the office of the fish station held records dating back to 1928, various equipment and other items.



Hammond Lumber Co. in East Astoria in 1921. They employed about 300 Hindus. The mill burned down in 1922



Fishing Boats in the Harbor, Astoria, Ore.



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