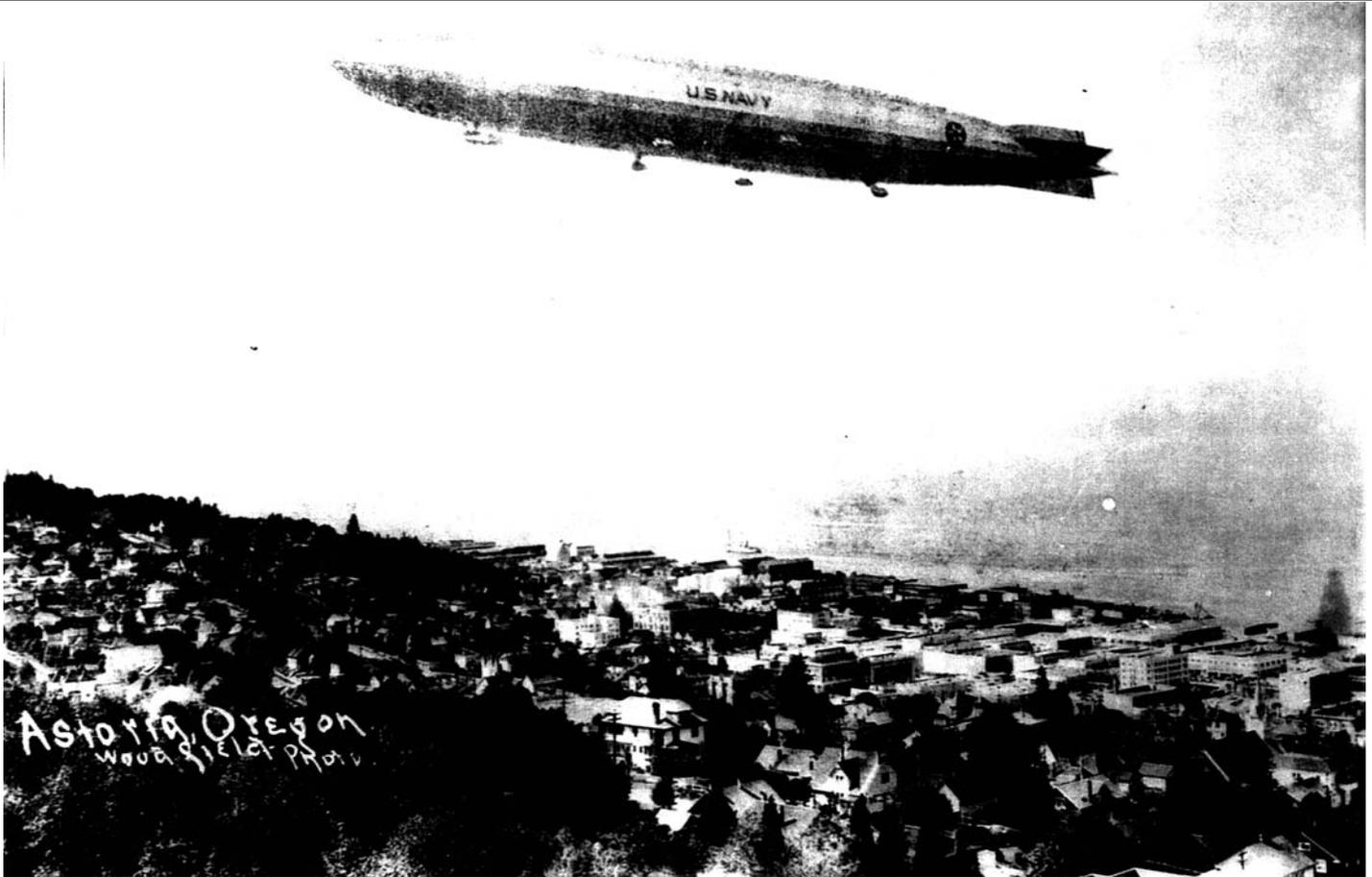
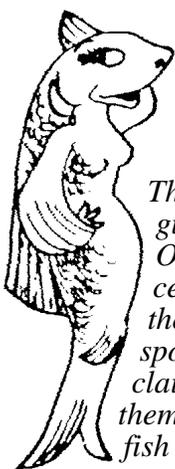


# Columbia River Gillnetter



U.S. Navy dirigible Macon over Astoria in October 1934 before it crashed in February '35 off Monterey CA into the Pacific ocean. All but two rescued. See story on page 15.



## Sally the Salmon Says...

The biologists try to guess where I am. One thing for certain, I'm not in the can. The sportsfishermen try to claim me all for themselves, while the fish markets and grocery stores have no wild salmon on their shelves

## NMFS throws wrench in dredging plan

Federal agency withdraws support for biological opinion

By Karen Mockler  
The Daily Astorian

Channel deepening was dealt a major blow when the National Marine Fisheries Service announced it has withdrawn an opinion approving plans to deepen the Columbia River.

The biological opinion, issued in 1999, indicated the \$188 million project to dredge the river channel from Astoria to Portland would meet requirements of the federal Endangered Species Act to

*continues on page 4*

## Fishermen sacrificed to save Snake Dams

By Glen Spain  
Seattle Fisherman's News

From the viewpoint of fishermen, the Administration's Columbia River Salmon Recovery Strategy, which was formally released for comment on July 27th, is just another example of an old agency principle: "When choosing between dams and fishermen, fishermen are expendable." In other words, and purely for political expediency, fishermen are once again being sold down the river to save a highly subsidized, overly expensive, massively destructive and

*continues on page 11*

## Columbia River Gillnetter

One of the Oldest Conservation Unions  
on the West Coast—Since 1886

**EDITOR Don Riswick**  
Post Office Box 511, Astoria, OR 97103  
503/325-2507

**PRESIDENT Bill Finucane**  
463 Jerome, Astoria, OR 97103

**FIRST VICE PRESIDENT Alan Takalo**  
Route 4, Box 354, Astoria, OR 97103

**SECOND VICE PRESIDENT Chris Doumit**  
Post Office Box 342, Cathlamet, WA 98612

**EXECUTIVE SECRETARY Jack Marincovich**  
Route 2, Box 67-A, Astoria, OR 97103 or  
322 10th Street, Astoria, OR 97103

**CRFPU Board of Directors**  
**DISTRICT I**

**Ralph Ennis**  
14141 NE San Rafael, Portland, OR 97230  
503/253-1559

**Vern Forsberg**  
28811 NW Main, Ridgefield, WA 98642  
360/887-4089

**DISTRICTS 2, 3**  
**Jack Fowler**  
6349 Willow Grove, Longview, WA 98632  
360/425-4662

**DISTRICT 4**  
**John Kallunki, Director**  
79806 Blackford Road, Clatskanie, OR 97016  
503/284551

**Greg Mustola**  
80190 Alston Mayger Road, Clatskanie, OR  
97016 503/728-2248

**Gary Soderstrom**  
22665 Cedar Grove Rd, Clatskanie, OR 97016

**Jeff Lumijarvi**  
Post Office Box 606, Clatskanie, OR 97016  
503/728-2841

**DISTRICT 5**  
**Kent Martin, Chairman**  
PO Box 82, Skamokawa, WA 98647  
360/795-3920

**Mark Laukkanen**  
205 N. Welcome St., Cathlamet, WA 98612  
360/849-4466

**DISTRICT 6**  
**Dean Radger**  
PO Box 35, Grays River, WA 98621  
360/465-2325

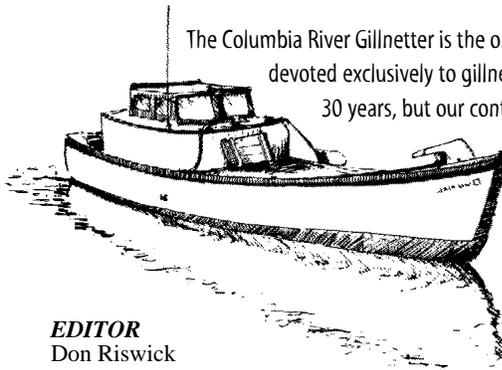
**DISTRICT 7**  
**John W. Westerholm**  
3564 Hayden Bridge Rd, Springfield, OR 97497  
541/726-8861

**Gerald Westerholm**  
P. O. Box 2075, Gearhart, OR 97138  
503/738-7609

**DISTRICT 8**  
**Stan Johnson**  
Route 2, Box 136, Astoria, OR 97103  
503/325-0883

**Abby Ihander**  
Route 3, Box 150, Astoria, OR 97103  
503/325-4865

## Help Support the Columbia River Gillnetter Publication!



**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!*

**June 2000 — October 2000**

Marilyn Anderson - Eugene, OR

(In memory of Geo J. Harison)

Robert Everhard - Warrenton, OR

Ron Westerlund - Astoria, OR

Fred & Alice Lloyd - Sequim, WA

Anna Basel - Astoria, OR

Harry & Joyce Thornberg - Naselle, WA

George Anderson - Hillsboro, OR

F.G Richey - Portland, OR

Rita Wannebo - Portland, OR

John Wahl - Lynwood, WA

Cliff Crandall - Tigard, OR

Ed Erickson - Portland, OR

Mike & Chris Riggs - Raymond, WA

Ellen Washburn - Front Royal, VA

Al Iverson - Astoria, OR

John Pavelich - Salem, OR

Anna Mae Baker - Astoria, OR

Courtland Smith - Corvallis

Robert Conyers - St Louis, MO

Bill Klein - Bainbridge Island, WA

Eugene Goodell - Astoria, OR

John Vanderpool - Concord, ME

Barbara Begleris - Astoria, OR

Rolf Bremer - Milford, NH

Werner Messerer - Sitka, AK

Marvin Tolva - Yuma, AZ

George Harrison - Long Beach, WA

Howard Lovold - Astoria, OR

Herb Johanson - Hammond, OR

Wally Palmberg - Mt. Angel, OR

Marty Due - Elk Grove, CA

H. L. Thacker - Skamokawa, WA

Thelma Johnson - Astoria, OR

Warren Leback - Princeton, NJ

Harrold Stenrud - Hermiston, OR

Duffy Duncan - Astoria, OR

Hans Losengaard - Seattle, WA

Sven Lund - Astoria, OR

Toiro Piippo - Richland, WA

David Wahlstrom - Astoria, OR

Harold Nelson - Portland, OR

Omer & Iona Stephens - Hammond, OR

*Please make your contributions to  
Columbia River Gillnetter  
P. O. Box 511, Astoria, OR 97103*

## Editorial

### New Moorage Needed

Gillnetters in Youngs Bay badly need a place to moor their boats. Since the success of the net pens, improving fish runs, more people have almost doubled the fleet.

The docks at Bumble Bee shipyard are no longer safe and Ivan's Corner no longer has a dock.

The fishermen are having to do whatever it takes to get more moorage built to accommodate the increase in boats. Someone is going to spearhead this project. The Astoria Yacht Club net pens can no longer accommodate everyone.

### If you move call in your new address

While we strive to keep in contact with our readers, and continue to send out the Columbia River Gillnetter publication at no cost to our readers, over the last year we have seen a significant increase in our mailing costs associated with returned and undeliverable issues. The typical cost associated with returned issues is about \$2.50-3.50, and when we are dealing with several hundred of these each issue, it adds up quickly. In recent years, the US postal service has re-organized the rural route addresses, and we have had to spend many hours updating our mailing list with these new addresses.

You can help us out by letting us know when you move, so we can continue your uninterrupted subscription to this publication. It's easy too, just call me, Don Riswick, at 503-325-2507, and I will update our list immediately. I would also be more than happy to discuss any aspects of our publication with you! In an era of 5 cents a minute calls, a ten minute call is about 50 cents.

### We are thinking about the Internet..

In recent years, the internet has had a large impact on our lives, even us old timers are having to learn about computers and email. So I have been toying with the idea of putting up a web site for the Columbia River Gillnetter so that issues can be viewed online, and so that we can send/receive email, and allow people to post messages and comments about the issues we care about. I would like to hear from you; let me know if you are using computers too, and if this would be something people would use and benefit from. My phone number is listed above.

— Don Riswick, Editor

1963

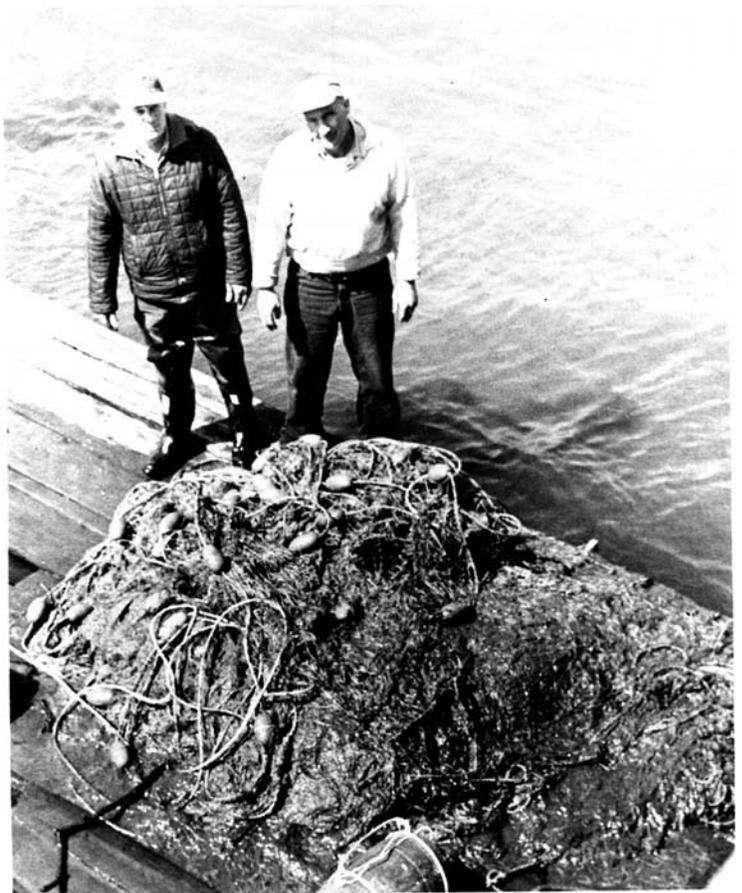
Astoria Regatta  
Fishboat race  
winners.

Left to right-Top:  
John Tarabochia,  
Nick Marincovich,  
George Sieverson.  
Left to right-Bottom:  
Jon Westerholm,  
Wilmer Johnson.



1964

Pulp mill  
pollution  
("liquor")  
dumped into the  
Columbia River  
once a week.  
The effect on  
fishing nets is  
shown here.  
Phil Hyke and  
Ward Mustula  
on the Mayer  
Drift (near  
Clatskanie, OR)  
in May.



## NMFS

*continues from page 1*

protect salmon. But the fisheries service now has concerns.

A letter sent to the corps says the service has begun new studies to see how deepening the channel would affect water flows in areas critical to salmon. It also says the fisheries service is evaluating information that suggests salmon may be more sensitive to the toxic contamination that would be dredged up than previously thought.

"I'm not surprised that NMFS pulled the biological opinion," said Peter Huhtala, executive director of the Astoria-based Columbia Deepening Opposition Group. "It was preposterous that it was ever issued."

The fisheries agency said it has agreed to renew talks with the Army Corps of Engineers about deepening the channel by an average of 3 feet to expand commercial shipping to the Port of Portland.

"We will work closely with the corps to reach agreement on the specific details and schedule of required studies and monitoring," said Brian Gotman, NFMS spokesman at the agency's regional office in Seattle.

He said a biological opinion will be reissued once the fisheries service and the corps agree on the studies and measures needed to ensure the project does not harm fish.

And corps project manager Laura Hicks has said she agrees with this "cautious approach."

But it will take much discussion between the two agencies to come up with a new opinion. "This is not something they're just going to whip out overnight," said Kathy Taylor, executive director of the Columbia River Estuary Study Taskforce. "This is a good indication that the federal agencies, especially NMFS, are taking the effect of this project on the estuary more seriously."

NMFS' action comes just weeks after U.S. District Judge Barbara Rothstein in Seattle denied a government request to dismiss a lawsuit against the biological opinion. The lawsuit was filed earlier this year by several environmental groups. Rothstein also denied a motion to move the case to Portland.

The withdrawal of the biological opinion by NMFS could also have a

ripple effect. The corps was planning on issuing its Record of Decision to finalize the Environmental Impact Statement for the project in the coming weeks.

Certifications by Oregon and Washington that the project meets Clean Water Act requirements are also pending.

"This action is the handwriting on the wall," said Nina Bell, executive director of Northwest Environmental Advocates, one of the groups that filed suit.

"With the preeminent salmon agency unable to conclude this project is safe for salmon, how can the states of Oregon and Washington conclude otherwise? The corps is starting to pay dearly for the arrogance it has demonstrated in attempting to ram this project through."

Now, down river folks are celebrating!

"You can be sure that this victory would not have happened without the involvement of lower river residents," said Robert Warren, executive director of Sea Resources in Chinook, Wash.

"Without that involvement you would be hearing the sound of the corps revving up their dredges instead of cheers from lower river citizens and other friends of salmon. This is a clear victory for salmon and for the people of the Lower Columbia."

As for Huhtala, he hopes the Port of Portland will step forward now to help with salmon recovery.

"Part of me would like to gloat, but there's an opportunity to transform this victory into some long-term benefits. I would like to see this catalyze a new spirit of cooperation up and down the river," Huhtala said.

He is asking NMFS to also revisit its biological opinion on maintenance dredging in the Columbia and at the mouth. "There's mopping up to do, but this thing's over. This is the moment where the project dies."

## Hunt's Market

**Tubby Texaco**

- FRESH MEAT & PRODUCE •
- VIDEOS • BEER • ICE •
- CARHART CLOTHING •
- WESCOE LOGGER SHOES •

**Rt 2 Box 610  
Svensen-Astoria, OR  
503-458-6288**

*Open 7 days a week*

*Mike Keyser's*

## AUTOMOTIVE SERVICE

*UNION SHOP  
SPECIALIZING IN  
TOYOTA AND CHRYSLER*

**209 7th Street**

**Call 325-8811**

***"The Commercial Fisherman's Eyecare Specialist"***



**North Coast Vision Center**  
Laura M. Gianelli, O.D.  
Walter R. Receconi, O.D.

***Family Vision Care • Contact Lenses  
Pre & Post Surgical Care • Fashion Frames***

577 18th Street, Astoria, OR 97103  
(503) 325-4401 Fax (503) 325-3278



## North Coast Chiropractic Center

Appointments: (503) 861-1661  
Fax (503) 861-1662

679 E Harbor Dr, Suite C  
P. O. Box 279  
Warrenton, OR 97146

## Modern Millennium Motions and Monofilament

By Jon Westerholm, Longtime Columbia River Gillnetter

This first fall in the new 2000 millennium has been no different than the final two or three seasons when it comes to allocations for Columbia River commercial fishermen. It seems that with all the complications brought about by the endangered species act (ESA) the gillnetter is still not getting equal consideration with the other salmon user groups. While ocean and river, troll, recreational, and tribal harvests are active we are sitting on the beach. It is as if, we are not existent.

Not being properly represented at all negotiations, and therefore, not recognized or understood, has cost us in allocations and fishing time. Even though we are officially represented by the states of Oregon and Washington we must be sure in the future that we have direct delegates and spokespeople from our fishery organizations at these meetings to protect our interest.

The recent example of what can and did happen was the infamous "Baker City Motion" at an ODF&W Commission Meeting in the far off corner of Northeast Oregon. We were very much disturbed to learn that 1,200 of our Chinook share had been voted over to the sport fishery to assure that the Buoy 10 season would last to Labor Day. We had no knowledge of this action in advance and therefore, no chance to even negotiate. What the states had positively won in ESA percentage by going to court against the NMFS was not going to be helpful to us. Other than the upriver 2S fishery that caters to relatively few of the fleet, and the incidental take during sturgeon and Coho fisheries we received no chance to harvest any of the surplus upriver bright run. On top of that, most of our lower river fall fishery was a daylight, fishery to ensure that we would catch very few Chinook.

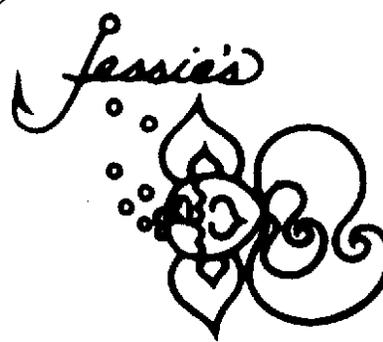
In regards to monofilament: This issue as created a stir among fishermen from various areas on the river. It seems that certain groups that

already had mono Coho gear as a result of fishing in Youngs Bay or Willapa Bay where it is already legal, were petitioning to use it this fall. At a meeting in Astoria with industry leaders, ODF&W and WDF&W, it was agreed upon that a small scale test fishery with mono and multistrand gear be conducted. The results of this test were to be discussed at a winter meeting and at that time make a final determination for the 2001 seasons. This would allow everyone a fair opportunity to purchase appropriate gear type for next year. At a subsequent Compact meeting, a motion was made to conduct a fleetwide test with mono this year. What happened to the agreement?

The next issue that is going to create some tense moments as we get ready for the 2001 spring season is the possible selective tangle or tooth net experimental fishery. Many are

asking where the nets will come from, how are we going to hang them and put them to use? And finally how do we have to adapt our boats with live tanks and water pumps to release live fish? These are questions that still must be answered. Canadian fishermen have been providing useful information regarding this type of gear. ODF&W and WDF&W conducted some tangle net experimental fishing this spring as well. We may not like these prospects, but unless we want to continue with our boats on the trailer or tied to the dock, we have very little choice.

Now if we could breach the four lower Snake River dams, creating a more natural river, we could provide miles of spawning area for returning Snake River salmon, delisting these endangered fish and we would soon be able to get back to more traditional fishing.



**Ilwaco  
Fish Co,  
Inc.**

*Salmon For All Member*

**Ilwaco, Wash. 360/642-3773**

*Doug Ross and Pierre Marchand, Gillnet Buyers*

**FISHHAWK  
FISHERIES, Inc.**

**Salmon for All Member**

**PROCESSOR OF FRESH & FROZEN SALMON**

**ASTORIA**

Foot of 4th & Water

503 325-5252

FAX 325-8786

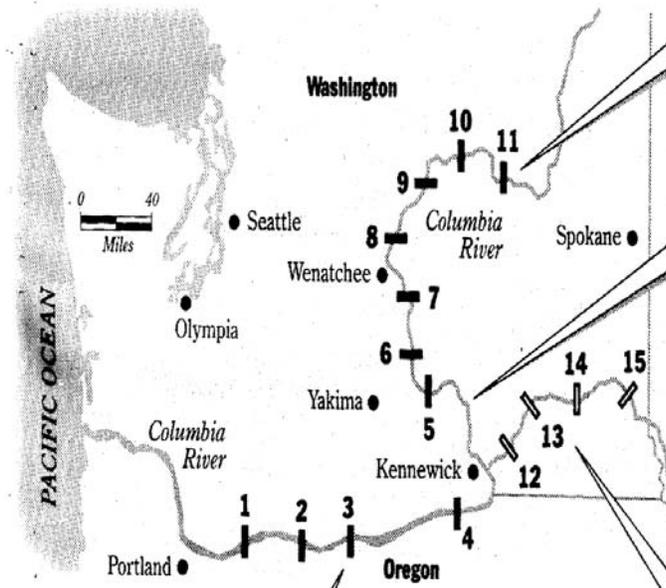
**NEWPORT, OR**

875 SW Bayshore Blvd

503 265-3638

# Washington dams

- 1. Bonneville
- 2. The Dalles
- 3. John Day
- 4. McNary
- 5. Priest Rapids
- 6. Wanapum
- 7. Rock Island
- 8. Rocky Reach
- 9. Wells
- 10. Chief Joseph
- 11. Grand Coulee
- 12. Ice Harbor
- 13. Lower Monumental
- 14. Little Goose
- 15. Lower Granite



**Grand Coulee Dam:** The end of the line for Columbia River salmon. With no fish ladders, the Grand Coulee Dam cut off all upriver salmon runs 60 years ago.

**Hanford Reach:** The 50 miles between Priest Rapids Dam and Tri-Cities is the last stretch of free-flowing river above Bonneville. Its excellent salmon-spawning habitat is a potential model for future restoration.

**Snake River Dams:** Environmentalists argue that these four dams should never have been built, and now should be dismantled. That debate polarizes the region and makes a regional solution even more remote.

**John Day Dam:** At least one study says lowering the reservoir could create 80 miles of prime salmon habitat similar to Hanford Reach. But the costs — in terms of dollars, lost hydro-power and impacts on farms and barging — are not clear.

A  
B  
E  
C  
O.

## ASTORIA BUSINESS EQUIPMENT CO. & Columbia Chocolates

"Serving the Columbia North Coast Area"

1332 Commercial St.  
Astoria 503/325-9750  
FAX 325-2975



## GLEN'S BARBER SHOP

2910 Marine Drive  
Astoria

Open Tuesday thru Saturday

325-8099



## Ophthalmology and Neurology Associates, P.C.



**EDIE Y. GLANTZ, M.D.**  
Neurology Physician  
Board Certified

**DANIEL S. GLANTZ, M.D.**  
Eye Physician & Surgeon  
Board Certified



- Carpal Tunnel Syndrome Diagnosis
- Headaches & Migraines
- Numbness & Tingling
- Epilepsy • Alzheimer's
- Multiple Sclerosis
- Parkinson's
- Back & Neck Pain



- Pre-op, Surgery & Post-op Care by Dr. Glantz
- Cataract Surgery
- Glaucoma Laser & Surgery
- Diabetic Exams & Laser
- Dry Eye Treatment
- Care for Children & Adults

Prescription Eyewear Available

503 338-3803

2055 Exchange, Suite 230 ~ ASTORIA ~ www.onapc.com

# RAYMOND JAMES

FINANCIAL SERVICES, INC.

Member NASD/SIPC

STOCKS, BONDS AND MUTUAL FUNDS

**MARK HEDEEN**

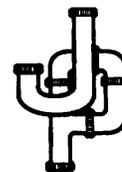
Financial Advisor

**GARY OLSEN**

Financial Advisor

905 Commercial St., Astoria, OR 97103

Phone: 503.325.0677



## JP PLUMBING CO. & SHOWROOM

503-325-2830

Repair • New • Remodel  
Commercial • Pipe Welding

155 11th St, Astoria, OR 97103

## Salmon For All

Lovenia Warren, Program Director

Established over 4 decades ago, Salmon For All still remains an active and influential part of the salmon industry. The fundamental mission of Salmon For All has always been to lobby for a viable commercial fishery on the lower Columbia River. This mission includes maximizing fishing opportunities for the commercial fleet and keeping lines of communication open with all user groups. Therefore, Salmon for All continues to provide a presence at state and federal hearings, allocation meetings, workshops, and other meetings where input from our industry is critical. Now, more than ever, we must stay engaged in the process. We realize that the value of this industry reaches well beyond the fishermen and into the economies of the lower river communities.

Recently, Salmon For All participated in a workshop to discuss Innovative Harvest Strategies. The irony of selective harvest is that the gillnet fleet in the lower Columbia River already operates within the smallest percentage of ESA impacts anywhere on the river, thus making the commercial fleet the "most selective harvester." Unfortunately, in the face of bureaucratic salmon recovery, our efforts to protect dwindling stocks have been deemed inadequate. Therefore, the commercial salmon industry on the Columbia has been asked again, to find ways to change. The Canadian fishermen have developed ingenious harvest techniques designed to maximize harvest opportunity while protecting weak stocks. These will be the models to follow. The states of Oregon and Washington are currently conducting test fisheries in the Columbia as well as selected sites in Washington. The results of these and future gear studies will certainly drive the future of commercial salmon harvest in the Columbia River. As record setting runs of spring and fall Chinook return to the river in 2001, the question still remains: What strategies, if any, will be employed by the states to access the surplus?

Successes do come from effort. Salmon For All joined a lawsuit against the National Marine Fisheries Service which lead to the "pulling" of the biological opinion on the Columbia River Navigational Channel

Deepening Project. Further, our efforts helped persuade both Oregon and Washington for their revocation of the water quality permits necessary for this environmentally harmful project to go forward. Active participation from the fishing community certainly helped in this notable victory. Thanks to all those who stayed engaged. Our efforts to ensure the health of the Columbia River have not stopped there. This fall, Salmon for All has actively supported federal legislation which would provide funding for restoration efforts in the estuary. In addition, we have encouraged our Northwest delegation to prevent any riders attached to studies or funding for the removal of the lower Snake River dams.

*If you are interested in getting involved, providing support, or helping in any way, please call. We welcome the help. Also, plan to attend the Salmon For All annual meeting December 5, 2000. Call the office at 325-3831 for details.*

## DISTRICT#5 news

Since last August; everyone left fishing spent most of early fall in Preparation of current on-going fishing season. Unused boat were dug out Of blackberries, and put back into service; drifts re-started pulling snags and Fishermen hung new hair nets.

Season is not proving as profitable as expected with large catch Unable to make to make up dismal low prices. Several fishermen are marketing their catch directly to public for better returns.

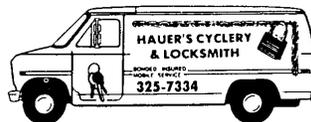
Hair gear is severely damaged by snags and mechanical trouble on Boats have limited fishermen's income.

### Net pens pay big dividends in Youngs Bay, 30,000 coho return

CEDC Fisheries Project net pen salmon have been returning in record numbers to the Columbia River and its estuaries. Approximately 30,000 fall coho, roughly 800 per day, and 1,700 fall chinook have returned to Youngs Bay so far during the fall fishery.

Ocean conditions probably are primarily responsible for the significant returns, followed by the survival advantage net pen fish have over traditional hatchery fish. About 9,500 coho have returned to Tongue Point, around 600 per day, and another 2,800, or 200 to 500 per day, have returned to Blind Slough. Chinook returns to Tongue Point and Blind Slough are much lower, owing to the very small numbers released in these two young, experimental fisheries.

With the season 70% over, it looks as if this will be one of the three of four best ever. Fishing will continue through October 31.



**Keys Safes Bicycles  
Quality Locks  
Plastic Engravings**

*prompt, professional service  
Stan Hauer, C.P.L.*

**1606 Marine Drive, Astoria  
325 7334 or 1-800-882-5360  
24-hour emergency service**

**RANTA CONSTRUCTION**  
New Construction & Repairs  
HOME • RESIDENTIAL • COMMERCIAL  
**Complete Remodeling**  
**325-2405**  
• Licensed • Bonded • Insured  
511 Harrison, Astoria Jarl Ranta BB#116863

# OPINIONS & EDITORIALS • • •

## *Par for the corps*

The Washington Post did a most impressive job reporting on the U.S. Army Corps of Engineers and the remarkable pattern of political manipulation it choreographs across the nation, to grow an empire.

In a story titled "The Race to the Bottom," the Post examines channel deepening projects. Though the Columbia River project isn't examined, the story puts events here into context.

"Most of these deepening plans are purely pie in the sky," N. Shashikumar, an industry expert who chairs Maine Maritime Academy's business and logistics program, told the Post. "They can't be justified with any kind of real economics. They're justified with politics."

The Post's series amply supports the conclusion that it is "par for the corps" to cook studies to make economic benefits of deepening exceed costs. It partners with some of

each region's most politically powerful leaders to turn make-work projects into mom-and-apple-pie icons that no mainstream politician can oppose.

By the end of Tuesday's installment of the Post's five-part series, it's impossible to escape a vision of the Corps as a band of peddlers which travels from village to village, convincing each that it needs to build a castle to protect itself against the others.

If you have access to the World Wide Web, the Post's series is well worth your time. The story about channel deepening is at <http://washingtonpost.com/wp-dyn/articles/A51707-2000Sept11.html>. Here are some quotes from the story everyone should read:

**There Is A Basic, Conflict Of Interest At the heart of all corps studies:** The same agency that evaluates proposed water projects gets to work on the ones it deems worthwhile. If the analysis concludes that the economic costs of a project outweigh its benefits, or that the ecological damage of a project is too extreme, the corps loses a potential job. "That would not fit with the expansionist Strategic Vision developed by corps leaders, a document that equates growth with success. The vision established "Seek Growth Opportunities" as one of the agency's three core principles, and ordered commanders to "develop relationships with targeted constituencies in areas of growth potential."...

This phenomenon is especially pronounced for port projects, which often have hugely influential local and congressional advocates. Over the last decade, the corps has used the same methodology ... to approve \$5 billion worth of deepening. The corps' own internal reports suggest that the result has been an ecologically and economically destructive race to the bottom in which almost every major

American port deepens its ship channels, using federal subsidies extracted by local members of Congress - and construction managed by the corps.

"In the last century, the corps dredged many of America's rivers for expected barge traffic that never arrived. Now internal documents show that even some corps officials believe the agency is dredging harbors for container ship traffic that may never materialize. The high-priced projects are creating environmental problems with spoil disposal and tidal flows along America's coasts, and industry experts say the real megaships probably will consolidate at just a few U.S. ports anyway."

**The Post Also Examines The Question Of Snake River dam modification,** and found similar manipulations of studies to suit political purposes, bowing under to intense pressure from U.S. Sen. Slade Gorton, R-Wash., by grossly downplaying the value of recreation on a free-flowing river.

This isn't a charge coming from some outside environmentalist, but from a 20-year corps employee and an independent contractor hired by the corps.

The contractor estimated recreational values at \$72 million to \$416 million. The corps abandoned his analysis and came up with what it called a "middle value" of \$82 million. The contractor estimated 4.8 million annual visitors to a restored river; the Corps threw that out and guessed 1.68 million.

"It was a classic case of best professional practices saying one thing, and our fearless military leaders caving in to politicians and doing something else," the contractor told the Post.

Until reading this series, I was willing to give the corps the benefit of the doubt, but at this point have to say that its practices are a scandal.

*Matt Winters is editor of The Chinook (Wash.) Observer.*

## Columbia Travel

Clatsop County's First Travel Agency  
Founded 1934

Member of Pacific Marine Conservation Council

COMPETITIVE FISHERMEN'S FARES  
AIR CRUISES TRAINS LODGING

*Kenny and Rose Marie Paavola*

382 Twelfth Street  
Astoria, Oregon  
325-1531 or 738-3352

## NORTH COAST AUTO SERVICE

ACDelco



"We care about  
your car"

Import & Domestic  
Service & Parts  
Volkswagen Specialist

2060 Marine Drive, Astoria  
Call 325-3282

# RED RUN 'DISMAL' AFTER GREAT START

By Jon Little

SOLDOTNA — The Kenai River red salmon run, which started out with such a bang, July 15, is fizzling.

Commercial fishermen and processors report a dreary season. And anglers find the going tougher than expected, judging by the dwindling number of people casting salmon flies beneath the Sterling Highway bridge in Soldotna.

On the bright side, Kenai River kings and Cook Inlet silvers appear to be surging. Anglers slammed late-run Kenai kings this week, and the state's commercial boat testing the waters in the Lower Inlet, is recording the highest silver numbers since 1998.

The red salmon situation reached the point Wednesday where the state downgraded its Cook Inlet red run forecast by one-fourth, from 4.5 million to fewer than 3.6 million fish.

In addition, Fish and Game on Wednesday afternoon closed much of the Inlet to today's scheduled commercial fishing period.

"This is a pretty dismal return for probably just about everyone," said Jeff Fox, a state fisheries management biologist. "There were one or two good days of fishing on a few (setnet) beaches, not all the beaches, and the drifters had pretty rugged weather and low catches all season."

Fishing captains who rely on Inlet reds to pay the bills have been wondering how they'll pay off their boat insurance, let alone make ends meet.

"People who have other jobs are going to be grateful. People who don't have something else to fall into are going to have to find some other way," said Bob Correia, a Kasilof setnetter and boat builder.

Compounding the lack of fish, Correia said, red salmon prices this year haven't climbed above 80 cents a pound, well down from last year's \$1.40 a pound. "Unless something changes there, this fishery will not survive," he said.

Correia said some of the commercial fishermen may be in a form of denial, expecting more fish to fill their nets yet this season. But the run has largely come and gone, biologists say.

"Last year, the commercial guys caught 2.7 million," Fox said. "They've caught 1.3 million so far this year. The odds of going anywhere near 2.7 million are pretty slim at this point."

While anglers may depend less on the Kenai red run for their livelihoods, fishing's also been more challenging for them, Fox said. Apart from some heady moments on July 14 and 15, when 91,000 and 78,000 red salmon streamed up the Kenai and across Fish and Game's sonar counter, the red run settled into a pattern of 20,000 to 25,000 fish a day.

That pattern translates into spotty sportfishing.

A lot of inexperienced anglers have been frustrated, but those who are persistent, lucky or skilled have managed to catch their limits along the Kenai River as schools of reds move upstream, said Bill Berkhahn, a state park ranger on the river.

"Generally, except for that big surge of fish, it's pretty slow," he said.

That red salmon frenzy on July 14 may have been a cruel trick of Mother Nature, biologist Fox said, leading people to believe the Kenai run was stronger than it was. Two massive storm systems that week — storms that wracked the Inlet commercial fleet — blew salmon toward shore, he said.

"I think the winds stacked fish in the river early and hard, with high numbers we probably haven't seen in a while," Fox said.

The Kenai River is the core salmon producer in the region, spawning 60 to 70 percent of the reds that return to the Inlet each summer. The Kenai's share of the overall Inlet run now is expected to fall

well below 2 million reds, which means the state's spawning goal for the Kenai will fall too.

Fisheries managers will seek to put 600,000 to 850,000 spawners in the Kenai system, down from the earlier goal of 750,000 to 950,000.

The change is due to a relatively new sliding scale that emerged after the state Board of Fisheries' 1999 rewrite of Inlet fishing policy.

Fox described the sliding scale as having mixed biological and financial underpinnings.

If the run is large, more fish are allowed upstream to spawn, benefiting both commercial and sportfishermen, he said. In years when the run is smaller the lower spawning goal allows the commercial industry to recoup its losses to some degree.

Even the lower goal is well above spawning goals in the recent past. In 1996, fisheries managers targeted for 400,000 to 750,000 spawners, he said.

Kenai red salmon spawning numbers as of Tuesday, the most recent count available, stood at 470,000. (7/27/00)



## Oregon Ocean Seafoods

225 SE Galena

Warrenton Oregon 97146

(503) 861-1434

or Toll Free at (888) 738-8910

Cash, money order, VISA & MasterCard  
Norman Kujala, Owner

## Aluminum Fabrication and Boat Building



# Chinook Marine Repair, Inc.



Authorized Dealer

Volvo-Penta, Mercruiser, Mercury Outboards - Duroboat

Dale Hughes, owner  
(360) 777-8361

P. O. Box 61 • Chinook, WA 98614  
Toll Free 1-800-457-9459

Putman America's #1  
**PRO-LUBE**  
**OIL CHANGE CENTER** Stop • Go • Pennzoil

**Locally Owned and Operated**

**Full-Time Mechanic**  
**Brake • Tune-Ups • Complete Exhaust Work**

*13th Year!*

**861-1075**

Mon - Sat 8:30 - 5:30 Sun 9-4  
**One block South of Fred Meyer on Hwy 101 • Warrenton**

## Fishermen sacrificed to save Snake Dams

*Continues from page 1*

largely obsolete river transportation system. That system benefits only a very few upper river interests, but at the expense of virtually the whole west coast fishing economy. Are you surprised?

In two draft documents, a formal "Biological Opinion" required under the Endangered Species Act, and a document called the "All-H Paper: Draft Basin-wide Salmon Recovery Strategy," the Administration has finally set out its current Plan for salmon recovery in the

Columbia. So far the proposal is just to do a lot more of the same failed strategies (including barging and trucking more smolts) that have already brought 12 separate populations of Columbia and Snake River salmon and steelhead to the brink of extinction at a total cost in excess of \$4 billion. Their hope is that if they just do a lot more of the same there may be different results. Most scientists, however, say this is unlikely.

In the meantime, the agencies propose 10 more years of studies and monitoring, but so far very few specific actions. Missing from the Plan is any effort to bypass and decommission the Snake River dams for at least 10 years, if then. The agencies only say that in theory, if certain performance standards are not met over that 10 year time frame, the issue of breaching the Snake River dams "will be back on the table." Unfortunately, being "back on the table" is meaningless if it does not amount to a decision, but only to more planning. Unfortunately, underneath all the rehetoric, at least so far, the plan seems designed merely to delay any real decisions until well after the upcoming Presidential election, and perhaps even after the next two Administrations. Ten years is essentially a political lifetime. With no immediacy and no consequences for failure, the issue will be very easy to ignore.

To give NMFS some credit, however, there are 12 salmon and steelhead runs

now ESA listed in the Columbia Basin, only four of which are in the Snake River. The Plan also includes measures that would help the others and are probably necessary for them all, including greater estuary protection, increased water flows from Canadian water sources as well as some additional habitat restoration. While this may be enough to help those other runs, the plan still dodges the most obvious (but politically hottest) issues in the Snake River in favor of a multitude of non-dam wish list actions (including fishing closures) that would have very little additional survival benefit but would probably inflict great economic cost on other (but non-federal) parties.

NMFS and the Corps' hope is that by stacking together lots of minor (but still beneficial) non-dam actions, they will be able to eke out just enough total benefit, when all combined, to sufficiently offset the impacts of the dams enough to prevent extinction. This might work for the lower dams, because there are only four of them and fish passage through them is easier. Unfortunately, there is little likelihood that all the other proposed measures combined will ever be enough to offset the enormous additional damage inflicted by the four additional lower Snake River dams on top of everything else. The cumulative impact of these four additional mainstem dams, which each fish must pass through twice,



**Ticor Title**

**Title Insurance  
and Escrow Service**

**Established in 1890**

*We've got you covered  
at convenient locations*

**630 Bond Street, Astoria  
325-2144**

**550 Roosevelt, Seaside  
738-8433**

**"NEW" From  SINCE 1794 "State Of The Art"**

**"WATERCOLOR GILLNETTING"**

*U.S. Patent #5819464 (Canadian Patent Pending)*

**FISHING CONDITION ADAPTABLE COLORED GILLNETTING**

**WATERCOLOR GILLNETTING DOES INCREASE YOUR CATCH!  
IT'S A PROVEN FACT!**

***See it at our warehouse/net loft or call for details on the NEW camouflage type netting!***

Available Exclusively From

**Jovanovich Supply Company**

**15636 DesMoines Memorial Drive      SeaTac, Washington 98148**

**Phone (206) 243-5991    Fax (206) 242-9399**

**TOLL FREE 1-800-933-5596**

is just too much for them.

The NMFS Biological Opinion acknowledges and would allow up to an 88 percent mortality in the Columbia dams as an acceptable level of "incidental take." This huge impact pulls overall salmon and steelhead survival rates way below replacement, eventually resulting in extinction. Bringing survival rates up, however, assuming the Snake River dams cannot be touched, would take Herculean and expensive efforts in all the other "H" sectors: habitat, harvest and hatcheries. Unfortunately, there is no certainty that all those other measures could be done in time or provide enough benefit. Additionally, alternative measures would all be expensive and disruptive in their own right, and overall they would probably cost the region far more economically than the Snake River dams are actually worth. The only difference is that it would be others including fishermen who would have to pay the real bill, not the federal agencies.

Thus it is highly unlikely that the sacrifices fishermen have already made (as well as additional sacrifices expected under the Plan) will have any meaning unless the four lower Snake River dams are ultimately decommissioned and bypassed.

Just about everyone admits that the single most effective step that could be taken to save the Snake River stocks would be to beach the lower four Snake River dams. According to scientists, these dams and their associated hot water reservoirs are a huge source of mortality. More than 70 percent of the remaining available spawning and rearing habitat lies above these dams, most of it on protected federal lands. Opening up these dams would open up hundreds of stream miles of nearly pristine habitat. Also, even as dams go, these dams provide the fewest benefits.

*Saving dams "at all cost?"*

*But who pays?*

Dams are not cheap—they often come at a very high price. As a direct result of widespread Columbia Basin salmon

declines for decades now the commercial and recreational fishing industry has already lost an estimated 25,000 family wage jobs amounting to \$500 million/year losses to the regional economy, according to studies published by the Institute for Fisheries Resources. At least \$100 million/year of these losses are directly attributable to the collapse of the Snake River runs.

None of the economic costs of the status quo to fishermen are ever accounted for as a basic cost of the hydropower system. Nevertheless, these costs are paid by fishing communities in the form of lost jobs and lost fishing opportunities. Nor has the U.S. Army Corps of Engineers taken into account the roughly \$430 million/year now being paid annually in salmon mitigation measures in efforts (so far in vain) to mitigate for salmon losses caused by the dams. Nor is the enormous annual subsidy paid by taxpayers and ratepayers to have a river transportation system between Richland, Washington and Lewiston, Idaho ever been part of the Corps' economic equation. If an honest economic assessment of any of these costs were made as part of the costs vs. benefits analysis, the Snake River dams would, in fact, not be cost effective. Now, according to the NMFS Recovery Plan, even more subsidies and costs will be required from all other sectors in order to

keep existing subsidies going so the Snake River dams can continue to enrich a handful of upper river interests. At some point the question has to be asked: "Are these dams really worth it?" For fishermen, at least, the answer is a resounding "No!" (See FN, August '99, "Ending the Era of Big Dams," available at:

<http://www.pond.net/~pcffa/fnaug99.htm>)

In the Plan documents NMFS does have the grace to acknowledge that "harvest rates on most listed (stocks) have already been reduced significantly in recent years, so much so that in many cases little additional survival benefit would accrue even if fishing was discontinued everywhere." (AII-H Paper, pg. 44). Among recent closures are the near total collapse of the lower 48 coho fishery, the elimination of commercial salmon fishing altogether in the lower Columbia, and severe cutbacks all the way to Central California for chinook. Snake River sockeye restrictions hit hard in the SE Alaska troll fishery years ago and stringent Snake River fall chinook restrictions are now embedded in the Pacific Salmon Treaty. The SE Alaska troll fishery has never recovered from these cutbacks. Nor will it unless the Snake River and some other Columbia runs are substantially improved, for cutbacks are an inevitable result of weak stock management. The Snake River

# MEAD

## INTERIORS & UPHOLSTERY

Carl & Jan Mead

503-325-0701 • 1-800-887-0701  
106 Third Street, Astoria, OR 97103

### New Hand Crafted Furniture

Sofas • Chairs • Bed Benches  
• Head Boards

### Reupholstery

Home • Office • Restaurant • Boats

Rug Binding • Color Consultation

# Sundial

## TRAVEL SERVICE

*"We specialize in Alaska  
Fishermen's fares"*

SALMON FOR ALL MEMBER

We thank you for your patronage!

ASTORIA — SEASIDE — PORTLAND  
325-4484 • 738-3324  
or 1-800-433-1164



## MARINE ELECTRONICS

Authorized sales & service  
Furuno • Raytheon • Simrad  
Stephens • Comnav • Robertson  
Paging • Cellular • SMR

## Jensen COMMUNICATIONS

2158 Exchange, Astoria  
503 325-5917

stocks are now the principle limiting factor on all SE Alaska salmon fisheries and for many other salmon fisheries all the way to the Central California coast. Even if there were no ESA, this would still be the case under the Magnuson Act under the basic principles of weak stock management. There is no stock weaker than these.

The final lower Snake River dam (Ice Harbor) was completed in 1975, after which all the Snake River runs rapidly plunged toward extinction. However, of the 12 major Columbia and Snake River runs that are now listed under the ESA, only three are significantly impacted by commercial harvests: the Lower Columbia chinook, the upper Willamette chinook and the Snake River fall chinook. Recent draconian restrictions imposed by the Pacific Salmon Treaty on the interception of these stocks will go a long way, according to NMFS, in meeting the commercial fisheries conservation obligations. The problem is that, according to NMFS, further restrictions will also be needed by way of "more selective fisheries" to offset the losses, particularly in the Snake River dams. At present we do not know what these further restrictions will mean, but we do know that once again fishermen will be asked to sacrifice even more fishing opportunities on otherwise abundant hatchery fish in order to help

the agencies tip-toe around the single most obvious and effective measure that could be taken, breaching of the four lower Snake dams. In other words, fishermen are continuing to be sacrificed by these agencies purely to save their political behinds.

Not surprisingly, the fishing community is increasingly demanding that real measures, including bypassing and decommissioning the Snake River Dams, must be the option of choice when (as is likely) these interim and half-measures ultimately fail. In addition, the NMFS Plan calls for "major hatchery reforms." While the need for a number of hatchery improvements is clear, all too often "reform" has been just a buzz-word for the closure of production hatcheries on which our industry has become totally dependent, while doing nothing to replace the lost habitat blocked by dams nor (needless to say) removing any of the dams that cause these problems in the first place. Fishermen have to fight annually for continued Mitchell Act hatchery funding in the Columbia, and basic hatchery operations budgets have been dwindling through state and Congressional neglect. While fishermen generally support hatchery improvements, the NMFS Plan will likely result in more closed mitigation hatcheries, resulting in fewer harvest opportunities but with no wild returns to show for it.

The Plan is still out for public comment until at least September 26th. In our view, if the Plan is to be viable, at a minimum it must have:

(1) Clear benchmarks, performance standards and deadlines (including a check in by at least year) by which to judge its success or failure;

(2) Actual costs associated with each measure, so that a true cost comparison between dam decommissioning and other options can in fact be made;

(3) Trucking and barging of smolts around the dams should be minimized or eliminated and smolts kept in the river;

(4) A requirement that if, at the end of 5 years, survival rates (in spite of all efforts) are still insufficient to rebuild the Snake River stocks or the Plan has failed, there must be a clear trigger that would result in an actual agency decision (not just more consultations and studies) to breach the lower four Snake River dams as soon as feasible;

(5) A plan, including specific interim measures, to speedily fix the poor water quality and elevated temperature problems in the Snake River system, which is right now in violation of Clean Water Act maximums for salmon; and,

(6) A full mitigation package, including aid and assistance for distressed downriver and fishing-dependent communities affected by the dams.

The plan CAN be improved. We urge you to make these recommendations on behalf of yourself and your associations as well as any additional recommendations of your own. Your comments can be addressed to: George Frampton, White House Council on Environmental Quality (CEQ), 722 Jackson Place' NW, Washington, DC 20503 or faxed to: (202) 3953744. Comments should be received at CEQ by September 26th. The full Plan documents are available from a link at the top of the page on the Web at: <http://www.nwr.noaa.gov>. For current information on the Snake and Columbia River campaign and the impact of the Snake River dams see: <http://www.removedams.org>

## Bank of America



**Judy Hansen**  
Vice President  
Banking Center Manager

977 Commercial  
Astoria, OR 97103  
503/325-2333



**Astoria's Original  
Family Pizza Restaurant**  
Established 1961  
212 8th Street, Astoria, OR  
Take-out and Delivery  
Open Everyday  
**(503) 325-4927**



## Factory Mattress Warehouse

★ *A Bed For Every Budget!*

— Financing Available • Deliveries • Layaways Available  
207 Seventh Street, Astoria, OR 97103  
• 503-325-6954 • Fax 503-325-7018

*Darrell and June Davis*



LUOMA, PRATT & BLUE LLP

CERTIFIED PUBLIC ACCOUNTANTS

610 Eighteenth Street • Astoria, OR 97103  
(503) 325-5102 FAX (503) 325-0438

862 Broadway • Seaside, OR 97138  
(503) 738-6441 FAX (503) 738-0457

## Pro-dam talk just divides us

So George W. Bush thinks that the farm economy and "way of life" of Eastern Oregon and Washington could be threatened if four Snake River dams are breached to save salmon.

I come from an Oregon fishing family going back four generations. For the past 30 years, I have witnessed the destruction of the "way of life" in Astoria and surrounding small fishing towns as a result of dam building in the Snake River. Once-thriving fishing communities all along the river are now virtual ghost towns so that Lewiston, Idaho, can be artificially maintained as a "sea port."

Bush's and Sen. Slade Gorton's pro-dam positions do nothing to help endangered species and only divide upstream and downstream communities. If these leaders are willing to let the salmon go extinct in the Snake River because of other priorities, why don't Bush and Gorton just say so?

Miriam Engdahl  
North Plains

## Warrenton Boat Yard

FULL-SERVICE MARINE RAILWAYS

COMMERCIAL • YACHT • SAILBOAT  
FIBERGLASS • WOOD • STEEL  
BOAT REPAIR  
COMPLETE HULL BOTTOM MAINTENANCE

Salmi Brothers  
NE Bay & NE Harbor Ct.  
Warrenton, OR 97146  
861-1311

## Knutsen INSURANCE

Auto - Home - Marine

Since 1919

Gillnetters & Dories

Call 325-1541 for a Quotation

968 Commercial Street, Astoria  
1555 N. Roosevelt, Seaside  
738-8455

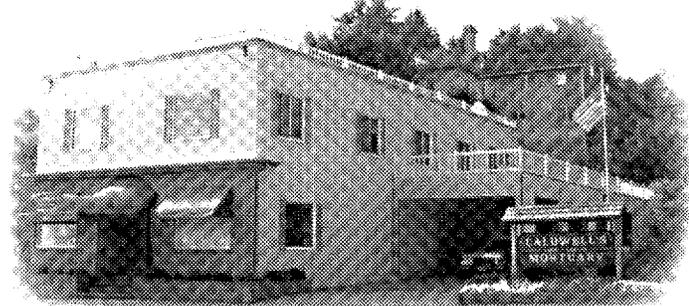
Email: bcanessa@knutsenins.com

## Our Promise

We promise to our community that our staff will always be courteous and sympathetic, and that our facilities will be comfortable and spotless, and regardless of what type of service you would want, we would handle it with dignity and respect.

We know that when you come to our Funeral Home, you will be completely satisfied... that's our promise. We are Clatsop County's only locally owned and operated Mortuary and Crematory facility.

**CALDWELL'S**  
Luce-Layton Mortuary, Inc.  
NORTH COAST CREMATORY



1165 Franklin Avenue, Astoria, OR 97103 • (503) 325-1811

**Don**  
**McDANIEL**  
Libertarian - 1st District, Oregon House  
**Choice for a Change**

See me at [www.dmcdaniel.com](http://www.dmcdaniel.com)  
Authorized and Paid for by  
Friends to Elect Don McDaniel

**CITY LUMBER  
COMPANY**

- Lumber • Plywood • Paint •
- Plumbing • Electric Supplies •
- Garden Supplies •

2142 Commercial  
Astoria, OR 97103  
325-4511 or 800-248-4511



**Darigold Feed Company**

Mike Scholerman, Manager  
545 Hamburg Street  
Astoria, OR 97103  
(503) 325-6681  
Fax (503) 325-6683

# Spring Chinook run lives on in one man's mind

Artist says he feels betrayed by experts whose decisions virtually stopped fishing in the Columbia

For untold eons, the culture of Oregon was shaped every spring by a run of salmon that swam up the Columbia River to its farthest tributaries. The spring chinook leaves the Pacific Ocean in its prime, full of all the fats and nutrients it needs to complete its life cycle of spawning and dying in September.

These are the finest-quality food fish in the world. The early natives recognized the value of these fish, and Oregon's first industry — salmon fishing — developed along the banks of the Columbia.

Salmon became the cultural signature of this region. In my memory of the 1950s,

'60s, and '70s, thousands of fishermen would gather on the sand beaches of the lower Columbia every spring.

There were retirees and pensioners spending their last days on earth doing what they liked best. There were loggers, happy that it was too wet or windy to work in the woods that day. There were longshoremen, relieved to get in a day or two of fishing while the ships they would unload were still downstream.

There were commercial gillnetters spending time between their seasons, to catch a few for the family. In those days, they could actually make a living gillnetting! There were tent colonies from

Idaho, Montana and farther away, folks who actually lived on some beaches and islands for weeks at a time. I was one of the school kids who spent every day of my spring vacation from grade school through college there. The social gatherings each spring were special.

Around the warming fire we would exchange news and compare hunting stories. It was like a family reunion. There were nicknames: the millionaire, stubs, the Chinaman, the apple knocker kids. We were all family.

The best part, though, was catching the fish. We would can the year's supply every spring at Cornell's Custom Cannery in Portland.

I like to think that my dad lived another 26 years after a near-fatal heart attack because of all the Omega-3 rich chinook he ate after having the time to fish on a disability pension.

I remember the changes that came to the river.

When Tom McCall cleaned up the river, we no longer had to reel in every 10 minutes to clean the brown slime from the paper mills off our lines. When the four upper Snake River dams went in, we believed the promoter's spiel: "We can have fish and power, too." They were wrong. We were wrong to believe them. We should have fought harder back then.

The old-timers are mostly dead now. The younger generations don't know what occurred every spring on those now-empty beaches.

I wish my children could know my memories in real life.

I feel so betrayed and guilty and helpless. What can I do? Why can't we have those good times back again? This is more than just good times. This is our heritage.

The federal and state government experts tell us there aren't enough spring salmon left to allow much fishing anymore. But wait! Aren't those the same experts who signed off on those four Snake River dams when they were built and for years have closed fishing to rebuild the runs? While they balance on the fence, refusing to endorse breaching on the guise that they don't know if it will help bring the salmon back?

I guess my memory is better than theirs. How dare the spoilers of the river, using the shield of progress, tell us "things are going to be different here from now on." How dare those government experts, whom we trusted with the stewardship of our salmon, be so insensitive and force this change upon our culture!

I want back what we used to have, for my grandchildren. I want back a quality of life we once had in Oregon.

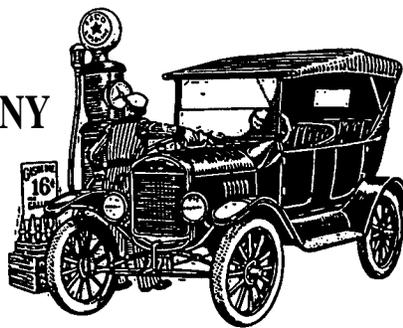
*Herbert M. Goblirsch of Otter Rock is the artist whose salmon appears on Oregon license plates.*

Terry Hahn  
&

## THE AUTO PARTS COMPANY

"Dedicated to Quality"

325-1612



730 Bond Street • Astoria, OR 97103



*Dedicated to Serving the  
Commercial Fishing Fleet*

### Services Available

- Berthing
- Cranes
- Welding
- Fabrication
- Prop & Shaft
- Shipwrights
- Electronics
- Diesel Service
- Electrical
- Refrigeration
- Marine Stores
- Fuel & Filters
- Ice
- Cold Storage
- Rope & Wire
- Groceries
- Net Repair
- Dive Service
- Medical Service
- Gear Work Yard
- Airport
- Potable Water
- Shorepower
- Hydraulics
- Plumbing Service

#### **For Further Information, Please Contact:**

Port of Astoria 1 Portway Astoria, OR 97103

Telephone: 503-325-8279 Fax: 503-325-4525

Or email to: [email@Port-of-Astoria.com](mailto:email@Port-of-Astoria.com)

# Macon's Survivors Tell Stories Of Heroic Acts: Radioman Said Big Hero

All but two rescued when huge dirigible dives into the ocean off Point Sur; Prompt arrival of Navy ships results in rescue; Oregon man's work with wireless given credit; Hero dies

Sunnyvale Cal., Feb. 13 1935. Discipline was maintained today as officers and men on the Macon arrived here from San Francisco where they were landed by the cruisers after the dirigible's destruction off Point Sur.

A croud of 500 persons, in parked automobiles awaited them, but wives were not permitted to speak to the men, nor could others approach them...

...Navy officers today said reports of explosions aboard the U.S. Macon were caused by the fact that water

*continues on page 35*



*Dine Over the River!*

The River Restaurant  
No. 1 - 12th St Dock, Suite #1  
Astoria, OR 97103  
Mark Davis, Owner

Office 503.325.7414  
Fax 503.325.7420



**Paragon  
Tax Services**

*We Solve  
Tax Problems  
Any Return — Any Year*

**RICHARD HURLEY**  
Licensed Tax Consultant

240 11th Street, Astoria  
325-4059 fax 325-4154

## Hauke's SENTRY MARKET

Serving our fishermen with the finest in groceries,  
meats and dry goods since 1890

Free pickup and Delivery to commercial boats

**3300 Leif Erickson Drive  
Astoria, OR Call 325-1931**

## Anderson Jewelers

"Since 1922"

Diamonds • Watches • Silverware  
Custom Jewelry • Local Engraving

Watch and Calculator  
battery replacement

1150 Commercial, Astoria  
503/325-5262

Open Mon-Fri 9:30 to 5:30  
Sat 9:30 to 5

*We supply all your marine  
& automotive needs!*

## ASTORIA AUTOMOTIVE SUPPLY



**23rd and Commercial**

*in Astoria 325-2411*

Open Daily 8am to 6pm,

Sat 8am - 5pm

Sun 9am - 4pm



## Recommendations for seasons

based on the following forecasts for salmon stocks returning to select fishing areas in 2000. By design, all salmon returning to net-pen rearing sites in Youngs Bay, Tongue Point Basin, Blind Slough, Deep River, and Steamboat Slough are targeted for harvest.

Area	Expected Adult Return to Select Areas	Harvest Potential
Youngs Bay	53,000 early coho 3,000 SAB fall chinook(1)	53,000 1,500
Big Creek	4,000 tule fall chinook 100 SAB fall chinook	0 0
Tongue Point (2)	5,000 early coho	5,000
Blind Slough (2)	5,000 early coho	5,000
Deep River	10,000 early coho	10,000
Steamboat Slough	5,000 early coho	5,000

(1) Select Area bright (SAB) fall chinook, formerly Rogue River bright (RRB). About 1,500 SAB fall chinook are expected to return to Klaskanine Hatchery.

(2) Less than 100 SAB fall chinook are expected to Tongue Point and Blind Slough from net-pen releases.

## 2000 COMMERCIAL SEASON RECOMMENDATIONS

### YOUNGS BAY

#### A. Season:

Noon Aug 1 - 6 PM Aug 2 (1 day) Noon Aug 8 - 6 PM Aug 9 (1 day) Noon Aug 15 - 6 PM Aug 16 (1 day) Noon Aug 22 - 6 PM Aug 23 (1 day) Noon Aug 29 - 6 PM Aug 30 (1 day) Noon Sep 5 - 6 PM Oct 31 (56 days) Total: 61 days

• Opener is a continuation of the July one-day/week fishery to optimize harvest opportunity for net-pen SAB fall chinook.

Short one-day fishing periods in August minimize interception of nonlocal salmon and steelhead stocks while reducing harvest of SAB broodstock destined for Klaskanine Hatchery.

#### B. Area:

• The upper deadline is at Battle Creek Slough.

• SAB fall chinook broodstock program



"The Very Best Service Since 1946"

210 W. Marine Drive  
Astoria, OR 97103  
Phone: (503) 325-1821  
Fax: (503) 325-1822  
Toll Free 1-800-230-1821

at ODFW Klaskanine Hatchery is not anticipated to meet goal.

#### C. Gear:

Length of net restricted to a maximum length of 250 fathoms and weight on leadline not to exceed two pounds on any one fathom. Eight-inch maximum mesh size to optimize salmon and limit sturgeon catches (since fall, 1998). Monofilament gillnets are allowed in Youngs Bay only (effective spring, 1999).

#### D. Landing restrictions:

"Youngs Bay Fish Transportation and Landing Permit" is not required to transport fish out of the bay when the mainstem is closed. Permanent rules regarding transport of commercially caught fish or shellfish remain in effect.

### EXPERIMENTAL SELECT AREAS

(Tongue Point Basin/South Channel, Blind Slough/Knappa Slough, Deep River, and Steamboat Slough).

#### Seasons:

• Tongue Point/South Channel

#### Tongue Point Only

7 PM - 7 AM: Tue and Wed nights, Sep 5 - 7 (2 nights)  
7 PM - 7 AM: Sun, Mon, Wed and Thu nights Sep 10 - 15 (4 nights)

#### Tongue Point and South Channel

7 PM - 7 AM: Sun, Mon, Wed. and Thu nights Sep 17 - 29 (8 nights)  
6 PM - 8 AM: Sun, Mon, Wed. and Thu nights Oct 1 - 31 (18 nights)  
Total of 32 nights

#### • Blind Slough/Knappa Slough

##### Blind Slough Only

7 PM - 7 AM: Thu and Fri nights, Sep 7 - 9, (2 nights)  
7 PM - 7 AM: Mon, Tue, Thu, and Fri nights Sep 11 - 16 (4 nights)

##### Blind Slough and Knappa Slough

7 PM - 7 AM: Mon, Tue, Thu, and Fri nights Sep 18 - 30 (8 nights)  
6 PM - 8 AM: Mon, Tue, Thu, and Fri nights Oct 2 - 31 (17 nights)  
Total of 31 nights

#### Deep River

7 PM - 7 AM: Tue and Wed nights, Sep 5-7 (2 nights)  
7 PM - 7 AM: Sun, Mon, Tue, and Wed nights Sep 10-28 (12 nights)  
6 PM - 8 AM: Sun, Mon, Tue, and Wed nights Oct 1-31 (18 nights)  
Total of 32 nights

#### Steamboat Slough

7 PM - 7 AM: Thu and Fri nights, Sep 7-9 (2 nights)  
7 PM - 7 AM; Tue, Wed, Thu, and Fri nights, Sep 12-30 (12 nights)  
6 PM - 8 AM; Tue, Wed, Thu, and Fri nights, Oct 3-28 (16 nights)  
Total of 30 nights

• Four nightly fishing periods per week after September 10 in all Select Areas maximizes coho harvest opportunity.

• Night fishing maximizes catch and minimizes interaction with recreational boaters and other river commerce. Additional 2 hours of fishing time each period during October coincides with longer nights.

• Weekend closures minimize interaction with recreational boats.

• Tongue Point/South Channel openers followed by openings for Blind Slough/Knappa Slough allow fishers flexibility and maximize harvest opportunity.

• A midweek opening for Steamboat Slough is designed to encourage maximum participation while accommodating research needs for this new site.

#### Area:

• Tongue Point Basin is open to fishing in all waters bounded by a line from the red light at Tongue Point to the flashing green light at the rock jetty on the northwesterly tip of Mott Island, a line from a marker at the south end of Mott Island easterly to a marker on the northwest bank on Lois Island, and a line from a marker on the southwest end of Lois Island due westerly to a marker on the opposite bank. In addition, South Channel is open to fishing in all waters

bounded by a line from a marker on John Day Point through the green buoy "7" thence to a marker on the southwest end of Lois Island upstream to an upper boundary line from a marker on Settler Point northwesterly to flashing red marker "10" thence northwesterly to a marker on the sand bar defining the terminus of South Channel. All open waters are under concurrent jurisdiction.

— Extending the fishing area into South Channel will maximize harvest opportunity on local coho stocks, including Big Creek Hatchery coho.

Blind Slough is open from markers at the mouth of Gnat Creek located approximately 1/2 mile upstream of the county road bridge downstream to markers at the mouth of Blind Slough. Concurrent waters extend downstream of the railroad bridge. State waters extend upstream of the railroad bridge and require an Oregon license. In addition, Knappa Slough is open to fishing in all waters bounded by a line from the northerly most marker at the mouth of Blind Slough westerly to a marker on Karlson Island downstream to boundary lines defined by markers on the western end of Minaker Island to markers on Karlson Island and the Oregon shore. An area closure at the mouth of Big Creek defined by markers of about a 100' radius.

— Expanding the fishing area from the mouth of Blind Slough to the western tip of Minaker Island will maximize harvest opportunity on local coho stocks, including Big Creek Hatchery coho.

- Deep River is open to fishing downriver from the town of Deep River to the mouth (a line from navigation marker "16" southwest to a marker on the Washington shore). Concurrent waters extend downstream of the Highway 4 bridge. State waters extend upstream of the Highway 4 bridge and require a Washington license.

- Steamboat Slough is open to fishing in waters bounded by markers on Price Island and the Washington shore at both ends of Steamboat Slough.

#### **Gear:**

Tongue Point Basin: An 8-inch maximum mesh size restriction is recommended to target salmon and not sturgeon. Legal gear restricted to a maximum length of 250 fathoms and weight on leadline not to exceed two pounds on any one fathom. Fishers participating in the Tongue Point Basin fishery may have stored on board their boats, gill nets with leadline in excess of two pounds per fathom. Blind Slough/Knappa Slough, South

Channel, Deep River, and Steamboat Slough: An 8-inch maximum mesh size restriction is recommended to target salmon and not sturgeon. Nets restricted to 100 fathoms in length with no weight restriction on leadline.

#### **D. Landing restrictions:**

"Select Area Fish Transportation Permits" are no longer required for Tongue Point/Sough Channel, Blind Slough/Knappa Slough, and Deep River, however, permanent rules regarding transport of commercially caught fish or shellfish remain in effect. For Steamboat Slough a permit issued by an authorized agency employee is required of fishers to transport fish out of the fishing area.

- Allowable sales: salmon and sturgeon.

#### **WHITE STURGEON IN SELECT AREA FISHERIES**

In 1999 with a total commercial allocation of 10,000 white sturgeon the actual catch of 9,497 fish included 733 white sturgeon from Select Area fisheries with 209 fish caught during the fall. Management guidelines in 1999 developed from discussions and meetings with fishers and industry leaders established Select Area fisheries as salmon-direct fisheries with total annual catch not to exceed 10% (1,000 fish) of the total commercial allocation. An eight-inch maximum mesh size restriction for spring and fall Select Area fisheries was adopted since 1997 in Youngs Bay and since 1998 for the other Select Areas.

The catch of white sturgeon in Select Area fisheries is included in the annual commercial allocation of 10,000 fish established in the "Joint State Accord on 2000/2002 Columbia River Sturgeon Fishery Management". In 2000 the issue of the allowable white sturgeon catch in Select Areas was again revisited at a meeting of industry leaders on April 12 in Astoria. Consensus points developed at the meeting were: 1) Select Area fisheries are salmon-directed fisheries; 2) Use of gear restrictions (mesh size) is encouraged to target salmon deferring restrictions until later to phase in changes; and 3) enforcement presence is encouraged to ensure compliance of gear restrictions. At the fall Select Area public meeting held on June 8 the three consensus points were presented as management considerations. In coho-directed fisheries mesh size restrictions could be reduced to six-inch maximum while in chinook-directed fisheries, a maximum mesh size restriction between seven and eight inches would be appropriate. Future modification of gear regulations will be closely coordinated with the fishing industry.



## **Appliances & Home Furnishings**

*As Always  
Supporting our  
Local Fishermen!*

Mon-Fri 8 am to 6 pm  
Saturday 9 am to 5 pm

529 SE Marlin,  
Warrenton Oregon  
**861-0929**

Free Parking • Free Delivery  
Free Removal • Free Set-up



**ARNE JYLHA**

*Sales Representative*

426 14th Street  
Astoria, OR 97103

1-800-460-3856  
(503) 325-2711

# The Fisheries Recovery Act

A summary prepared by the Marine Fish Conservation Network

A series of fisheries disasters and a recent government estimate that overfishing is at a record high have convinced legislators to take aggressive steps to fix America's marine fisheries.

Responding to a growing concern that implementation of the 1996 Sustainable Fisheries Act is not living up to expectations, Congressman Wayne Gilchrest (R-MD) introduced a bill last March to end overfishing, protect fish habitat and rebuild overfished stocks. The bipartisan Fisheries Recovery Act (H.R. 4046) would reinforce and strengthen the conservation provisions of the Magnuson-Stevens Act, the legislation which governs all federal marine fisheries.

To emphasize the timeliness of

Rep. Gilchrest's bill, the Marine Fish Conservation Network (Network), a national coalition of 100 environmental organizations, fishing associations and marine science groups, tallied the national costs of disaster relief resulting from fisheries mismanagement. According to the Network, US taxpayers have paid more than \$160 million since 1994 to mitigate the disastrous economic and ecological impacts of management failures in New England, Alaska and the West Coast. And Congress is currently considering another \$421 million in aid packages.

"The vast majority of America's fishermen are trying to fish responsibly, but they are receiving mixed signals from fishery managers," said John Pappalardo, a Massachusetts fisherman and membership director of the Cape Cod Commercial Hook

Fishermen's Association.

"Fishermen, consumers and taxpayers are paying the price for this kind of reckless mismanagement."

Specifically, Gilchrest's bill would:

- Eliminate overfishing of all species and prohibit the overfishing of weak fish stocks in mixed stock fisheries.
- Make bycatch avoidance a priority by requiring the councils to develop bycatch reduction targets and schedules to reach those targets. The new law also would close a loophole that currently allows the councils to define the bycatch problem away.
- Better protect essential fish habitat (EFH) by requiring the councils to ensure that new fishing gear or practices will not adversely affect EFH before granting permits to utilize such gear or practices in a given area.

- Establish a mandatory fishery observer program in each fishery to provide the reliable data necessary to manage marine fish under the Magnuson-Stevens Act.

- Conserve marine ecosystems by requiring the councils to develop comprehensive fisheries ecosystem plans for each major marine ecosystem within their jurisdiction.

- Ensure precautionary fisheries management by requiring the councils to prepare fishery management plans that err on the side of conservation when fisheries data are unreliable or uncertain.

Representatives Sam Farr (D-CA), Phil English (R-PA), Jim Greenwood (R-PA) and Peter DeFazio (D-OR) are among those who have joined Congressman Gilchrest as cosponsors of the Fisheries Recovery Act.

## SNAG DIVING

Experienced  
Certified

- Mark Laukkanen, Puget Island  
(360) 849-4466  
Cell (503) 860-3698
- Hannu Laukkanen, Forest Grove  
(503) 357-5984
- Heikki Laukkanen, Puget Island  
(360) 269-9967

**ASTORIA'S  
LARGEST  
SELECTION**

**FOR FURNITURE • APPLIANCES  
MATTRESSES • ELECTRONICS**

REMEMBER...  
Happy Findings Begin at...

**90  
DAY  
PRICE  
GUARANTEE**



**Hunt's  
HOME FURNISHINGS**

**0%  
FINANCING  
AVAILABLE**

**Express  
Delivery**

1535 COMMERCIAL • ASTORIA • 325-4947

## Four Dams and a Lawmaker...

A New York congressman can lead the way on environmental and energy issues.

A controversy over removing four dams in the state of Washington has implications that extend far beyond the Pacific Northwest. The dams along the Snake River are at the center of a battle between local farmers who depend on them for irrigation and shipping, and environmentalists who see them as a threat to the survival of the rivers salmon.

The dams are also a focal point of a growing movement by lawmakers from the East and Midwest to push for a level playing field on utility costs by establishing national ground rules. And they are symbols, ironically, of the influence that one moderate Republican congressman from upstate New York - Sherwood Boehlert of Utica - has in determining any final outcome of these issues.

The dams were built in the 1960s and '70s to help bring low electricity costs to the Northwest. Today, utility bills in the region are the cheapest in the nation and four times lower

than rates in New York state. But the dams also have ravaged the salmon population, with the number of adults falling from more than 100,000 in the 1960s to 3,000 today.

Environmentalists warn that unless the dams are removed, the salmon will soon become extinct.

It would cost \$1 billion to decommission the dams, which may be one reason why the Clinton administration, in an announcement last week, effectively postponed a decision on their removal for at least five years. But the \$1 billion must be placed in context with the \$3 billion that taxpayers have already spent for government programs aimed at protecting the salmon, including an expensive routine of trucking young fish downstream.

Meanwhile, congressional delegations from the East and Midwest are focusing on what these dams, built with federal dollars, cost their constituents to bring cheap electricity to the Northwest. It's a fair question. Decommissioning the dams would add a modest \$1 to \$5 a month to the average Northwest utility bill.

Rep. Boehlert has joined other lawmakers in urging President Clinton to consider removing the

dams. As a result, he holds influence with many of his fellow moderate Republicans in Congress. With Gov. George Bush, the presumptive GOP presidential nominee, squarely against removal, it's time for Rep. Boehlert to encourage moderate Republicans to take the lead. He should sound the charge for breaching the dams, saving the fish and leveling the electricity playing field nationwide.



*Hi-Torque Propellers, the Captain's Choice!*

*Certified & Authorized factory Repair Station*

**Propellers & Shafts  
our specialty**

**Welding — Machine Shop**

827 NE Harbor Street,  
Warrenton OR

(503) 861-1483 fax 861-1112

**Now two locations to serve  
you: Warrenton and  
Homer, Alaska!**

41871 Kachemak Dr.  
Homer, Alaska 99603  
(907) 235-3737



**M & N Stores**  
WORKWEAR & SHOES

**248 W Marine Dr.  
Astoria, OR 97103  
(503) 325-7610**

**Quality Work Wear**

**Family Owned**

- Carhart • Dickies • Filson •
- Wrangler • Lee •
- LaCross • Ben Davis •
- Wolverine •

**TIRE FACTORY**

**WHEN IN NEED, THINK OF US  
AS A FRIEND IN DEED.**

**325-2861**  
**AFTER HRS. & EMERGENCY**  
**325-0233**

65 HWY 101 • ASTORIA

*Serving the Northwest and Growing*  
98 Locations

## California king salmon catch higher than 1999

According to an August 4 announcement by the California Department of Fish and Game 443,000 king salmon had been landed by commercial trollers for the period of May 1 to June 30. That total compares with 264,500 king salmon taken in the commercial fishery for all of 1999.

While the overall number of fish is reported to be about average for California, and well below the nearly 750,000 fish caught during the same period in the 1988 record year, this year's number is nevertheless remarkable since the fleet numbers approximately one-third of what it did in 1988. In addition the CDF&W points out that the area of the coast available to the fleet is much less with most of the north coast closed to commercial fishing.

Fort Bragg, for example, once the largest ocean salmon port on the coast does not open its season now, because of Klamath River restrictions, until September 1. For the first two months of the 2000 season the catch per unit of effort has exceed the 1988 rate, with an average of 43 fish per day per vessel being harvested in 2000 compared with

21 fish per boat day in 1988. The average size of the fish is also up, much higher than the usual ten-pound average.

The increase in the California catch is part of a trend being observed along the Pacific Coast where both Washington and Oregon catches and spawning escapements have also increased. Alaska's catches in comparison have been down.

While part of the reason for the increase is being attributed to improved inriver conditions the catches along the coasts of Washington, Oregon and California seem to support scientific findings concerning what has been described as the Pacific Decadal Oscillation, a weather pattern that occurs over as many as three decades and brings about a cycle of warming and cooling in ocean waters along the Pacific Coast.

In addition higher prices have been reported with troll kings drawing an average of \$2.75 per pound. The increase in prices has been attributed to European demand which has grown as a result of health concerns and demand for natural foods, a trend which has helped increase demand for wild salmon.

## High water temperatures in the Columbia and Snake Rivers could result in the death of returning salmon and steelhead before they have an opportunity to spawn...

according to a report issued by the Associated Press August 11.

The high water temperatures in the rivers were attributed to the hot dry summer weather that the Northwest has been experiencing this summer coupled with the changed flow regime in the Columbia Basin due to the myriad of hydropower dams that have formed the large surface-area reservoirs along the rivers' courses. Both Oregon and Washington State laws mandate river temperatures not exceed 68 degrees which is said to be the highest temperature salmon can endure on a sustained basis. Current river temperatures have been hovering between 70 and 72 degrees.

The temperature at McNary Dam has not dropped below 68 degrees since July 14.

Associated Press quoted Kyte Martin, a hydrologist with the Columbia River Inter-Tribal Fish Commission as saying that relief is not in sight. The forecast is for temperatures in the mid-80s through September. "These reservoirs have become warm pools of death," he said. The report went on to say that high water temperatures were also threatening salmon on the Klamath River in California.

# It Was 1970...

## BONNEVILLE DAM COUNT OF SPRING RUNS

Date	1969		1968		1967		1966		1965		1964		1963	
	Daily	Accum.	Daily	Accum.	Daily	Accum.	Daily	Accum.	Daily	Accum.	Daily	Accum.	Daily	Accum.
4-09	435	4,936	2,182	10,730	1,985	13,779	2,624	15,052						
4-10	632	5,568	1,734	12,464	3,303	17,082	1,279	16,331						
4-11	531	6,099	1,827	14,291	3,673	20,755	2,721	19,052		17,152		15,391		9,220
4-12	557	6,656	1,947	16,238	1,484	22,239	2,638	21,690	2,796	19,948	2,893	18,284	1,036	10,256
4-13	820	7,476	2,153	18,391	2,336	24,575	2,048	23,738	3,403	23,351	3,454	21,738	701	10,957
4-14	1,361	8,837	2,174	20,565	2,908	27,483	2,515	26,253	4,040	27,391	2,257	23,995	795	11,752
4-15	2,028	10,865	3,484	24,049	3,98	30,781	4,029	30,282	2,704	30,095	1,148	25,143	1,723	13,475
4-16	2,832	13,697	2,742	26,791	3,372	34,153	6,077	36,359	3,690	33,785	718	25,861	1,547	15,022
4-17	3,116	16,813	2,281	28,172	3,100	37,253	4,966	41,325	3,584	37,369	671	26,532	1,688	16,710
4-18	3,375	20,188	2,283	31,455	2,409	39,662	5,029	46,354	2,926	40,295	1,743	28,275	1,007	17,717
4-19	1,597	21,785	4,299	35,754	1,934	41,596	5,457	51,811	2,076	42,371	2,060	30,335	890	18,607
4-20	2,483	24,268	4,123	39,877	2,266	43,862	3,862	55,673	1,742	44,113	2,710	33,045	1,622	20,229
4-21	3,672	27,940	3,675	43,552	5,325	49,187	5,129	60,802	1,174	45,287	3,695	36,740	2,169	22,398
4-22	3,143	31,088	5,245	48,797	3,777	52,964	3,921	64,723	744	46,031	4,706	41,446	3,371	25,769
4-23	5,963	37,051	4,765	53,562	2,389	55,353	3,886	68,609	110	46,141	3,616	45,062	3,283	29,052
4-24	4,083	41,134	4,079	57,641	2,648	58,001	4,439	73,048	135	46,276	2,860	47,922	4,028	33,080
4-25	3,860	44,994	1,598	59,239	1,622	59,623	3,574	76,622	232	46,508	2,152	50,074	3,465	36,545
4-26	3,010	48,004	2,868	62,107	3,149	62,772	3,878	80,500	87	46,595	2,828	52,902	2,290	38,835
4-27	4,618	52,622	1,954	64,061	3,698	66,470	4,695	85,195	221	46,816	3,050	55,952	2,034	40,869
4-28	6,984	58,706	2,093	66,154	1,390	67,860	2,974	88,169	297	47,113	4,571	60,523	1,582	42,451
4-29	5,178	63,884	3,443	68,597	1,769	69,656	3,972	92,141	398	47,410	5,256	65,779	2,453	44,904
4-30	3,399	67,283	3,075	70,672	3,839	73,495	2,616	94,757	803	48,213	3,292	69,071	1,759	46,663
Total spring run escapement														
May 31	173,351		99,501		84,935		112,669		84,266		91,428		75,471	

30-year average escapement thru 1967 — 84,015.

STATISTICS U.S. CORPS OF ENG. NEEDS

THE TOTAL BONNEVILLE DAM COUNT FOR CHINOOK SALMON FROM MARCH 1, 1970 UNTIL APRIL 14, 1970 IS 30,327 FISH.

# FISHY DAMS

Removing hydro plants benefits salmon, taxpayers

Out in the Northwest, they get all teary-eyed about the demise of the great salmon runs in the Snake River, a tributary of the Columbia River. A once waterthriving fishery has dwindled to barely countable numbers trying to negotiate four hydroelectric dams. At least one salmon species has already disappeared, and the fish huggers have countdown-to-extinction dates on most of the rest.

Michiganders may want to shed a tear, too. But better first to thump a fist down in righteous anger.

For starters, everyone here helped pay for the federally funded dams, so folks in places like Oregon and Washington and Idaho could have some of the nation's cheapest electricity. They pay about a third of what people in Michigan do.

Then, because the dams ruined the salmon runs, everyone who pays federal taxes now has a stake in fish salvation. That starts with restocking programs and includes giant vacuums that suck migrating fish out of the river into trucks, which then carry them around the dams. And the fish keep declining anyway.

The cheapest way out for taxpayers is simply to take the Snake River hydro plants out of service and breach the earthen-works that form the dams. Let the salmon run and replenish themselves, and the meter stops running on the costs of trying to imitate what the river used to do.

These aren't even all the dams. Northwest householders will still have mighty cheap electric bills. Salmon will still have to cope with four Columbia River dams, but they seem to have the strength for that. It's dams 4 through 8 in the Snake River that

do them in.

Just giving up on the fish isn't an option, either, not with Native American lawsuits pending that seek huge damages because the federal government promised the dams wouldn't destroy their fishing grounds. Guess who'll get stuck with that bill?

Someone has to stop this nonsense, and that someone is the part of Con-

gress that represents the rest of the country. Congress has to decide what to spend anyway, whether it's \$200 million-plus a year from here to eternity on fish vacuums or \$1 billion once to let the salmon run.

From Michigan, which usually ranks in the bottom fifth of states for return on federal tax dollars, it sure looks like time to make a quick end of the whole dam mess.

*Serving All of Clatsop County*

## YOUNGS RIVER TREE SERVICE

**Specialists in Tree Preservation**  
**Dangerous Trees & 24 Hour Storm Damage**

- ▲ Expert Tree Removal
- ▲ Tree Topping
- ▲ Stump Grinding & Chipping
- ▲ Lot Preparation
- ▲ View Enhancement
- ▲ Shore Pine Sculpturing
- ▲ Thorough Clean-Up of your site
- ▲ Out-of-Control Laurel

Insurance Work Welcome • FREE ESTIMATES

7 AM TO 7 PM  
7 Days a Week

			<b>ASTORIA</b>	<b>SEASIDE</b>	<b>MOBILE #</b>
			<b>325-5564</b>	<b>738-5742</b>	<b>338-8576</b>

CCB #113603 LBR #30708 - *Our Goal Is Your Complete Satisfaction* -




## CLATSOP POWER EQUIPMENT

**Full-Service Dealer**  
*Outboard Motor Repair*  
— Fred & Gregg Mestrich —

494 Highway 101 at Miles Crossing, Astoria

Call **325-0792** anytime  
1-800-220-0792



**NORTH COAST PHONE CENTER**

*"FOR ALL YOUR COMMUNICATION NEEDS"*

VOICE/DATA • SALES •  
INSTALLATION  
REPAIR • CELLULAR

3599 Hwy 101 N. - Gearhart  
503/738-3683  
**1-800-722-3827**



## The Ship Inn

*"WE'RE NUMBER 1 ON 2 STREET"*  
ASTORIA, OREGON 325-0033  
*Fenton and Jill Stokeld, your Hosts*

# PUGET ISLAND FLOOD OF 1948

*The Columbia River was rising and getting higher every day. People were getting a little concerned that May of 1948.*

## Evacuation alert

One night just after midnight in fact at 1 a.m. a police car came by with siren going, waking everybody up. This went on all over the Island, don't know how many they had it seemed like quite a bunch. If that happened now they would have a patrol car for every six houses.

When the sirens quit blowing the patrols came by and told us they were evacuating the Island because Bonneville Dam had a large crack in it and could go out anytime, scaring people out of their wits. We were told to go to the old high school gym. We had two youngsters, one five and one two. My wife got extra clothes for herself and the kids and we bundled up and got our in car and headed for Cathlamet.

It was unbelievable when we got to the bridge. We were about seventh in line. There a farmer was chasing some 30 to 50 cows and calves across the bridge and they didn't want to go. Farmers were supposed to get animals off the Island a week earlier.

This was kind of funny but also maddening as he must have given every cow a box of exlaxes or an abundance of green grass before they left the barnyard. The bridge was nice blacktop before the cows went over but after

that the bridge was green with manure, what a stinking mess and our tires picked it up and there was no water to wash them off.

Cars behind us were lined up to the Birnie Slough bridge and the side roads were full of cars. It takes a lot of cars to evacuate some 700 people.

We finally got to the gym, not knowing what was going to happen. Right away, the best thing happened, Betty Hanigan came over and started talking to us. She opened her purse and pulled a key out and handed it to the wife and told the wife what room to move into, go down there and make yourself at home, she said. Away we went, this was a big load off my mind. Mrs. Hanigan and the wife had been friends for years. She was the mother of Attorney George F. Hanigan. People who do good things like this have a lot of praise coming.

When things settled down it was getting daylight and time for breakfast. I left the car with the wife and walked down town. After breakfast one of the officials running the show asked me if I wanted to go to work and I said yes.

I went to Snyder's Service station and got a truck and picked up a bunch of shovels and gunny sacks and went to a sand pile. With my three helpers we filled the sacks with sand. We lived on the truck for a week or 10 days. The Red Cross moved in to Cathlamet and furnished us with blankets and pillows. Sandbags were hard to sleep on. It was a good thing it was nice weather. Whenever there was a leak they would come and get us, we even made two trips to Grays River to fix their leaks and then back to the pit to fill some more bags, we were kept busy.

## Vanport dike breaks..

Then we heard the dike at Vanport broke. This was round the Delta Park area, where they housed shipyard workers during World War II. This was May 30, 1948, Memorial Day.

## Island dike breaks

Two days later the dike on the east end of Sunny Sands broke. This was due to not, shutting the water off at the North end of the

Island bridge. People had been evacuated but a handful never left home so the water was not shut off.

Our truck was the first one there, sand bags would do no good as the hole through the dike was about 20 feet wide. There were about 20 or 25 trucks loaded with rock parked on the highway between Birnie Slough and the North side of Little Island. They had been working on the dikes but they wouldn't let them come up and dump their loads.

One of the so called officials told me to get my boat and take the barge tied in the east end of Welcome slough to the south ferry landing where another boat was to meet me and lead a pile driver on the barge and head for the dike break. A crew was waiting for us and had a bunch of sheet pilings to be driven in. We started putting the pilings in and things were going good and we were sand bagging as we went along.

They say when a baby is born they pat "em" on the butt to make them cry a little. When this boss was born they must have dropped him on his head instead of patting him on the butt. Some of the things he came out with to do made me believe he must of attended school in Siberia or South America he sure didn't learn them on the Columbia River area.

One of the mornings he had trucks take us to town for breakfast, this halted the work and let the Island fill up with water three or four feet deep. After breakfast they wouldn't let us back to get our equipment.

The Army had sent down three dump trucks loaded with sand filled canvas bags. They would put them along the edge of the hole, it was a pretty picture to see. The canvas bags headed for the other end of the Island. They looked like a bunch of swans going down the pike. That's what you call brain power.

A Westport Towboat company owner offered to low an old barge up there and put it across the break and blow the botoom out of it. But that was too simple.

When we couldn't get back to our equipment we had a Cathlamet fisher friend take us up so we could retrieve our boats and barge. The water was running out the break when we got there.

The boss who got us out of there said the water was only going to be 2-4 feet deep was full of prunes. The Cross dyke from Welcome Slough Ostervold intersection to Birnie

## Pacific County Properties Chinook



*Located on Hwy 101 in Chinook, WA. We specialize in locating just the right property to fit your need:*

Lis Tureman, Broker, Owner  
360-777-8511, 800-829-2814  
Fax: 360-777-8515, Res: 360-642-2817  
P. O. Box 205, Chinook, WA 98614  
[www.aone.com/~pcpc](http://www.aone.com/~pcpc)



2223 Marine Drive  
Astoria, Oregon 97103  
Phone (503) 325-2538  
Fax (503) 325-2540

[membership@tlcfcu.org](mailto:membership@tlcfcu.org)  
[www.tlcfcu.org](http://www.tlcfcu.org)

Astoria • Seaside • Tillamook  
Lincoln City • Newport

**Coast Fitness**  
FITNESS EQUIPMENT  
SPECIALISTS  
"Largest Selection On The Oregon Coast"

**SALES & SERVICE**  
Treadmills • Climbers  
Riders • Bikes  
Skiers • Rowers  
Home Gyms  
Elliptical Trainers  
Free Weights  
Dumbbells  
Braces  
Sports Supports

**WIMBODY** **PRECOR** Delivery Available  
1230 Marine Dr., Astoria **325-1815**  
1-800-260-1815

**Finnware**  
"Siskojen Kauppa"

1116 Commercial Street  
Astoria, Oregon 97103  
Phone (503) 325-5720  
Fax (503) 325-0214  
1-800-851-FINN

Darlene Warra Bjornsgard  
Dorothy Warra Smith  
[finns@willapabay.org](mailto:finns@willapabay.org)  
[www.finnware.com](http://www.finnware.com)

## Waves from the past...

Slough road has to be at least eight feet high and the water went over it filled the lower district which was owned by Ostervold and a lawyer from Portland named Churchill (present Emerick farm.) Water was pouring over the Cross dike there and it got to be at least 10 feet deep. An engineer wanted to blow the dike and let the water out. He was stopped from that idea or we would of had a new ship channel through the middle of Puget Island. That's what you call brain power when you don't know what you are talking about. It took between four and five days for the water to fill the Island.

The Army sent soldiers down to guard against pilfering. They had an amphibious rig and when the water was too deep they would start the propeller going. About all they were doing was running back and forth between the ferry landing and Birnie Slough bridge. Every house along the highway had water halfway up their sides, windows would break from the suction or waves, that's what you call brain power.

### Big leak

In June 1933 there was a bad leak in the dike just a little east of the 1948 break. My Uncle came and got me to come and help patch it. I was 15 years old at the time and not scared of work. All we had to work with was shovels, manpower and horses. My granddad brought his prize team of horses to help out. He handed me the reins and said he had to go home and help with the milking. He told me not to let anybody drive his team. There were several teams of horses and we used scrapers, sleds and manpower to move the sacks of sand. We had a land driver to drive the sheet pilings. It took a lot of determination to get the hole patched up and save the island from flooding.

We worked 3 days, 24-hours a day. Guys were getting pretty tired especially the horses. We gave them a handful of grass once in awhile and a bucket of water. Some farmer brought sacks of oats and this helped keep them going. We walked out of there on the fourth day in victory, we were pretty happy.

### Back to 1948...

After breakfast we went back to our boats and tied up to the barge and towed it to the ferry landing where we unloaded the driver. Then my partner went home and I headed to Welcome Slough with the barge and left it where I got it in the first place. The guy who was going to use it was on the road and did I ever get a tongue lashing from him. He called me every bad word he knew. I even went to Daniel Webster's publication but they weren't in it. That's where my short haircut paid off, it went right over the top.

When I got home I tied my boat to the float and went into the house in deep frustration, angry at the poor leadership and management.

My first act was to go into the bedroom to the gun rack where I picked up one of the six guns and a handful of shells and put them in the corner by my easy chair I was ready to go and I would stay in the house, they couldn't

move me out. My furniture and appliances were up on blocks so they weren't hurt bad. I had water over my floor 3 tides, three inches once. This was a lot better than some people but my floors got warped real bad.

After heating something to eat, as I still had electricity, I got drowsy with my tummy full and as it was late in the evening I locked the door and got another gun from the rack and put it by my pillow. Anyone who was going to move me out was going to have a battle on their hands. I think I slept the clock around.

Next morning, after breakfast it was go back to woman's work which is never ending, sweep puddles of water out, mop the floor, what a stink from that dirty flood water. I just closed off my nose and didn't smell a thing. When I finished I called the wife to meet me at the dock as I had the boat to travel with. We went and had something to eat and took a drive around the refuge where we saw a lot of wild animals. After buying a few groceries she took me back to the dock and I headed for home and more woman's work.

Earlier when they came around to evacuate

us they said Bonneville Dam had a large crack in it and could go anytime. In all this Bonneville did not have a crack in it that was just an excuse to get people out. I found out later that the Liberty Bell in Philadelphia had a bigger crack in it than Bonneville.

I got a friend to give me a helping hand to get our appliances and furniture down on the floor again. The river was receding rapidly, it, (the flood) was over. The next day I called the wife to meet me at the dock and we moved home by boat as they wouldn't let us drive on the Island roads. It was a little inconvenient to haul water from Bugby Hole and get the water tested.

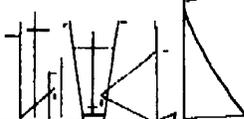
### Goodby peppermint

Puget Island was one of the best places in Washington for growing peppermint. Some people had retired with their earnings from growing mint. After the '48 flood farmers ploughed the fields that had been flooded and replanted with new roots. All they grew was

**MARINE AND RV PARTS  
& SERVICE**

**STOCKING GILLNET AND CRAB GEAR**

**Skipanon Marine  
&  
R.V. Supply Co.**



**CRAB FLOATS**

**Gillnetters!  
ATTENTION!  
CRABBERS**

**POWERLINE CRAB ROPE**

**STRONGER AND MORE DURABLE**

**USED AND TESTED BY CRABBERS**

**ALL SIZES IN STOCK**

**GRUNDENS  
RAIN GEAR**

**Skipanon Marine & R.V. offers**

**Complete R.V. Repair/Service/Parts.**

**We do warranty work on new trailers & motor homes.**

**Insurance Claims • Free estimates**

*Expert Boat & Trailer wiring/Electric Brake repair*

*Crab Rope • Floats • Seine Leads • HD Buoy Hook Poles*

*(Crab Rope in Stock)*

**Momoi Redden Uroko Gillnet Available**

**Youngs Bay Fall Nets in Stock.**

**Order that 71/4" spring net for next year Now!**

**69 NE Heron, Warrenton, Oregon**

*At entrance to the Warrenton Mooring Bassin*

**Phone (503) 861-3626 Fax (503) 861-3646**

**Open Monday thru Saturday, 7:30 – 5:30**

large stems with very few leaves that give the peppermint oil. So that industry went down the tube after the flood.

I took an act of congress to get a government dredge to pump sand to fill the dyke break. They do not rush things. It also took days to pump the water out of the island so that people could go back to their homes to mop and clean. I worked more than two weeks on my folks place the bouse I was born on South Welcome Slough. I had to repair it and put new wallboard up. Everyone who owned a home had to pay for material it took to put their home back in shape. People couldn't get help from anywhere, had to pay

out of their own pockets, what a deal, just foolish leadership. I feel we could have solved the problems if they had left us alone. They figured us peons didn't know anything about fighting floods, but at least we had a previous successful experience. I am still bitter about the whole thing and what I feel was poor leadership.

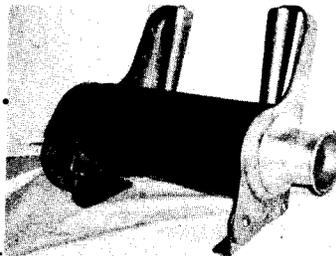
Later in town the man who called me all the nasty names held his hand out and wanted to apologize. He said he was sorry. I told him I didn't hear a word. That's why I have a short haircut, I hear what I want to hear. We became good friends again and even worked together.

This story has been bugging me for years, I finally got it off my chest. I'm still bitter about the whole thing and still to my dying days I will think that my partners and I could have saved the Island from flooding. Experience is the best teacher.

So now I will be quiet, helpful and peaceful and try to stay out of trouble. So everybody that reads this story have a good day.

*Elroy Svensen  
Puget Island*

## Hydraulic Marine Equipment Co., Inc.



New capstan roller

We build all sizes of famous  
Columbia River Gillnet rollers  
Custom-built hydraulic equipment

**CALL (503) 728-2221**

Stuart Haas P. O. Box 156 Clatskanie, OR 97016

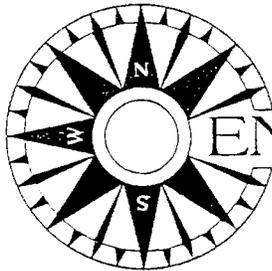
## Jon's Bargain Barn

Buy • Sell • Trade

**APPLIANCES • FURNITURE • ANTIQUES**

**JON HUNT**

870 S.E. Marlin Ave. We Accept Most Credit Cards  
Warrenton, OR 97146 (503) 861-3215



## ENGLUND MARINE SUPPLY CO. INC.

Order your Bristol Bay netting now!

Distributors for *Nagaura* and *Momoi* quality gillnetting

Suppliers of:

Jabsco and Rule Pumps

Xtratuff Boots

Racor Fuel Systems

ACR and Stearns Safety Equipment

Grundens and Guy Cotten Raingear

Morse and Hynautic Controls

Atlas Gloves

Devoe/Ameron Paint

Foot of 15th St-Astoria, Oregon 97103 • 503 325 4341 • toll free 800 228 7051 • fax 503 325 6421

## YELLOWEYE

Yelloweye: A flashy member of the Scorpinidae family, the yelloweye rockfish (Scientific name: *Sebastes ruberrimus*) is commonly known as the Pacific red snapper. One of the largest of the Genus *Sebastes*, yelloweyes have an extensive latitudinal range, inhabiting rocky reefs 50-400M deep between mid-California and the Aleutian Island chain. Yelloweyes have... yellow eyes (!), a stocky body, spiny dorsal, and brilliant orange color. They are targeted by sportfishers, trawlers and longliners along the West Coast, and are an especially important commercial species off SE Alaska. These fish are spring-summer spawners, beating live young that don't reach full maturity until 8 years old. Juveniles are bright red with two white stripes; so different looking from adults that they were once thought to be a different species. Yelloweyes are predatory and agile, and have an extremely varied diet - as sportfish they will take live or dead bait - they are known to eat crabs, flounder, lingcod spawn, herring, squid, snails, and other rockfish. As big and striking as these fish get, perhaps the most amazing characteristic is their life expectancy. One specimen from the North Pacific was aged at 147 yrs, by researchers at Moss Landing Marine Laboratories in California. A tasty fillet that you eat today may have been just a wee snack during the California gold rash!

Regrettably there is now much Concern expressed about the severe population declines of these impressive groundfish. Scientists and fishermen are working together to improve data collection and conduct accurate stock assessments. The yelloweye are due for an assessment under federal jurisdiction in 2001. For more information on rockfish visit <http://www.id.ucsb.edu/lovelab/index.html>

(From Milton Love 1996;  
NOAA Report 1999)

*"The Comfort Specialists!"*

**SIZES 5 - 16  
AA-EEEE**

Peter and Jon Gimre



ASTORIA  
239 14th Street  
325-3972  
SEASIDE  
600 Broadway  
738-9491  
HILLSBORO  
256 E. Main  
640-5866

**Papa Murphy's**  
TAKE 'N' BAKE PIZZA

**889 Marine Drive**  
in Astoria

**325-4063**

Phone ahead — We'll have it ready!

**The Northwest's Largest Independent Tire Dealer**



**McCALL  
TIRE CENTER**

Warrenton & Seaside

Serving you 8 am till 6 pm Mon-Fri  
8 am till 5 pm Saturday

1167 SE Marlin Ave, Warrenton 861-3252  
2155 South Holladay, Seaside 738-9243



*The Community Bank That  
Makes Things Happen!*

- ASTORIA •
- WARRENTON •
- SEASIDE •
- CANNON BEACH •

Full Service Banking



**Buyer & Processor of Columbia River and Pacific Ocean Seafood**  
SALMON FOR ALL MEMBER

P.O. Box 58, Foot of Seventh Street, Astoria, Oregon  
Phone: (503) 325-6164 Fax (503) 325-0403

# Russia—Poaching and pollution threaten once abundant sturgeon

*Critics say Russian leaders are not doing enough to protect the world's last great sturgeon population*

By Patrick E. Tyler

ASTRAKHAN, Russia — On a dusty finger of land in the sprawling delta where the Volga River drains into the Caspian Sea, Vera Visokogorskaya is a Mary Poppins figure in a white smock, hovering and fussing over 75,000 baby sturgeon she is raising in a run-down state hatchery.

On another finger of the Volga delta, a fisherman named Aleksei is knocking back shots of vodka at the table of his friend, Boris, describing their lives as poachers. Like tens of thousands of other fishermen in the hinterland of the delta, they slaughtered a mountain of sturgeon this spring under the cover of darkness to eat the meat and sell caviar ripped from the females to black marketeers.

These two residents of Russia's caviar-producing region represent the intensifying clash of interests among Russians and their newly independent neighbors: Along the shores of the Caspian, the world's largest inland sea, competition for resources threatens extinction of the last great sturgeon population on Earth. Just two centuries ago, sturgeon were abundant throughout the Northern Hemisphere.

Aleksei — who would only give his first name — admits that he is part of a problem that no one in Russia is doing much to solve: "I am not Greenpeace," he said with mock bravado. "My anxiety will not change the fate of this fish."

Visokogorskaya is proud to be a nurturer, part of the solution. But the destroyers are legion, and the damage they are inflicting may soon be irreversible.

The Caspian sturgeon population, 70 percent of the world's reserves, is being harvested at a rate that can be sustained for only a few more years, experts and law enforcement officials say.

Though Russia and Iran have been stocking the Caspian Sea with up to 100 million baby sturgeon a year since the 1960s, the fish population is plummeting. This spring's official sturgeon catch of 400 tons was the lowest in a century and represented a 60 percent drop from 1999, the Russian State Fishing committee said. Scientists estimate the adult sturgeon population which numbered 1.5 million in 1986, has fallen below 300,000. And the health of many fish is in decline.

Caviar production is expected to drop to 40 tons this year, down from 1,200 tons in 1985.

"No one wants to have caviar banned," said Uldry Thierry, the chief executive of the Geneva-based Caviar House, one of Europe's largest retailers, which processes 25 tons a year in a market estimated at 80 tons to 100 tons. "But the Russian government has got to find an answer, and the only answer is stricter controls against poaching."

## Poaching exceeds official catch

Americans consume 40 tons to 50 tons of caviar a year. Some Russian varieties may fetch as much as \$2000 a pound in Geneva, Paris and New York.

The illegal sturgeon catch is estimated to be five times to 10 times the official catch. Strict export licensing and DNA testing of caviar samples has led to some spectacular hauls of illegal shipments to the United States in the last year, but the black market has grown phenomenally over the past two decades.

Besides the depredations of poachers, up to a third of the female sturgeon are suffering from chemical poisoning severe enough to render them infertile, scientists

report. And the proportion of female sturgeon reaching spawning grounds has also fallen, to between 20 percent to 30 percent by some estimates.

In December, scientists from the convention that regulates trade in endangered species will meet in West Virginia to decide whether to declare the Caspian sturgeon so endangered as to warrant a total ban on trade until the species recovers.

To stop fishing would be an economic and political catastrophe feared by every national government bordering the Caspian Sea—Russia, Iran, Azerbaijan, Turkmenistan and Kazakhstan.

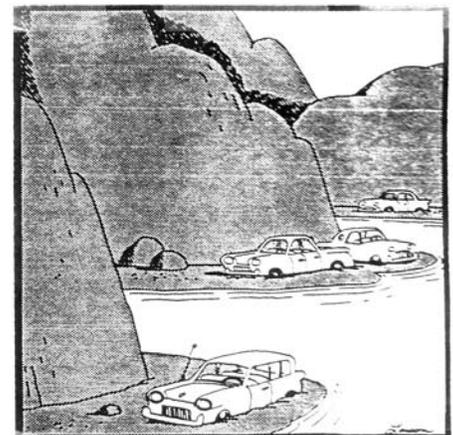
## Dams destroy spawning grounds

The former Soviet Union rigorously policed the fishing grounds of the Caspian, but also sowed the seeds for the current decline. Sixty years of dam building eliminated 70 percent to 80 percent of the sturgeons' spawning grounds along the Volga, where since prehistoric times belugas, the largest sturgeon, whose plump gray caviar is most prized, ranged 1,000 miles inland to spawn.

As Soviet planners diverted water supplies to artificial reservoirs, the level of the Caspian dropped nearly 10 feet. The spread of agriculture and industrialization dealt another blow, as pesticide runoff killed thousands of fish.

More recently, the discovery of huge oil and gas reserves off Kazakhstan and Turkmenistan may represent an added threat.

Given poverty in the region, poaching sturgeon is simply a means to survive for thousands of families here, who send their men out in small boats at night to kill fish for their table at home and, with luck, to sell a little caviar on the black market.



The fords of Norway



**Commercial  
Remodel  
Repair**

**Astoria  
Plumbing  
& Tile Inc.**

*Call us for  
complete kitchen  
& bath remodel*

1256-1270 Duane  
Astoria, OR 97103  
(503) 325-2076

1-800-40-PLUMB  
email: apt@transport.com

**ASTORIA JANITOR  
&  
PAPER SUPPLY CO.**



**MIKE HEDIGER**

**325-6362**

**1055 Marine Drive, Astoria**

*Enjoy waterfront dining*



**FEED STORE  
RESTAURANT  
& LOUNGE**

*Serving lunch and dinner*

*Bill and Madonna Pitman*  
Foot of 10 & 11 Street  
Astoria 325-0279



**RED LION INN<sup>®</sup>**  
ASTORIA

*Seafare Pacific Grill & Chowder House*

LIVE COMEDY WED.  
NITES 8:30-10

Dining Room open 6 am to closing  
Sunday Brunch 10 am to 2 pm

Sunday KARAOKE  
Night

*Live DJ Wednesday thru Saturday*

400 Industry Street, Astoria, Oregon 503/325-5466

**ANDREW  
&  
STEVE'S**

*Serving Fishermen since 1916*

- Fresh seafoods
- Steaks fit for a king
- Homemade pies
- Cocktails

*Corner of 12th & Marine Drive*  
Astoria 325-5762

**THE LOGGER  
RESTAURANT**

Hwy. 30 & Knappa Road  
*High Climber Cocktail Lounge*

Orders to Go 503-458-6886

Non-Smoking Restaurant  
Breakfast, Lunch and Dinner  
Lottery Service Center



*Skamokawa Pete's*

**"Duck Inn"**

*Restaurant & Lounge*

*Pizzling Steaks - Fresh Seafood*



In downtown Skamokawa, Wash. 360/795-3655

**HUMP'S**



**RESTAURANT**

*Open at 7 am everyday*

- in Clatskanie •

728-2626

**Mr. Fullano's**

**PIZZA PARLOUR**

*"Hard to find, but worth the time"*

**WE DELIVER!**

- Salad Bar with 35 Items •
- Sub Sandwiches • Lunch Buffet
- Italian Dinners • Beer & Wine

Sun-Thur 11-11, Fri-Sat till 12  
*Order ahead for pick-up*

325-2855 620 Olney, Astoria

*Ferrell's*

**Burger Basket**

Friday Fish Dinner  
2 for \$4.95  
(Fridays Only)

LARRY & CAROLYN FERRELL  
3693 Leif Erickson, Astoria  
325-4240

Open 11 am - 8 pm Mon-Fri  
11 am - 7 pm Sun

**106 Marine Drive, Astoria**  
**503-325-2190**



**Josephson's  
Smokehouse**

Under our smokehouse roof an unequaled variety of seafood is smoked daily, retailed fresh from the smokers, packed for individual mail order and wholesale customers, and shipped worldwide.

**Order Now for the Holidays**

# Giant Salmon a scary prospect

## Genetic engineering prompts worries about "Frankenfish"

By Les Blumenthal  
The News Tribune 8/21/00

WASHINGTON - In New Zealand, researchers using genetic engineering developed a strain of chinook salmon they believed could eventually weigh 550 pounds.

On Canada's Prince Edward Island, "transgenic" Atlantic salmon injected with a protein grow four times faster than ordinary fish.

The "blue revolution" - like the green revolution in biotech agriculture - is on the verge of exploding, and new breeds of salmon could be the first genetically altered animals sold in the local supermarket.

But from the shores of Puget Sound to the California statehouse and from the Alaska governor's office to two streams on Vancouver Island, fishermen, government officials and environmentalists are increasingly wary of what critics are calling "Frankenfish."

And in Washington, D.C., a White House panel is trying to sort out what agency has jurisdiction, with the Food and Drug Administration, the National Marine Fisheries Service and the U.S. Fish and Wildlife Service all having a possible claim.

"We are very worried," said Glen Spain, Northwest regional director of the Pacific Coast Federation of Fishermen's Associations. "Once you let the genies out of the bottle, you are at the mercy of the genies."

No one is quite sure what the longterm biological or environmental consequences might be if genetically altered salmon escaped from the fish farms, where they would be raised, and cross-bred or competed with wild, native stocks for food and spawning sites.

Most of the attention has focused on fish farms in New England, where there are fears transgenic fish could mate with Atlantic salmon that might be listed as an endangered species. But there is equal concern on the Pacific Coast.

"It's a hot issue," said Kevin Amos of the Washington Department of Fish and Wildlife.

Scientists in the United States, Canada, Japan, China, New Zealand and other countries have been manipulating genes

in fish for more than a decade, and some of the research is on the verge of commercial development.

A Massachusetts company, A/F Protein Inc., has said it has orders for 15 million eggs from genetically engineered, or transgenic, Atlantic salmon it has been raising on Prince Edward Island. The company has sought FDA approval to start marketing the eggs to fish farms.

The fish can reach market size in 18 months, rather than the 36 months it now takes a typical Atlantic salmon.

The breakthrough came when researchers at A/F Protein, an international biotech firm, discovered an antifreeze protein that allows flounder to survive in cold, arctic water where salmon can't. The protein acts as a switch that allows the Atlantic salmon to produce a growth hormone year-round. Normal salmon produce such a growth hormone only during warm months.

An A/F Protein spokesman was unavailable for comment, but the company's supporters say such transgenic salmon could dramatically expand fish farm operations around

the world and relieve the pressure on wild stocks. Already, more than half the salmon sold in the United States are raised in farms.

Elsewhere, scientists in British Columbia and in the United States have been experimenting with such Pacific Coast stocks as the coho.

In New Zealand, a company using genetic engineering was developing what could have been a mammoth chinook, or King salmon, they believed could eventually grow to 550 pounds. Wild chinook have been caught weighing 100 pounds or so.

According to reports out of New Zealand, some of the first generation of chinook under development had lumps on their heads and other deformities. Following a public outcry and rising government scrutiny, the company abandoned its research earlier this year and killed and buried the fish. The company, however, held onto frozen sperm.

While some in the United States downplay reports of such giant salmon, they say their concerns about genetically engineered salmon are legitimate.

"I find it hard to believe a chinook could grow that large, said Rebecca Goldberg, a senior scientist with the Environmental Defense Fund. "But salmon are being genetically engineered for new traits and this can produce fish that are more competitive, bigger, more voracious and can threaten local stocks."

On the West Coast, surprisingly, it's the Atlantic salmon that could actually pose the greatest threat. It has become the staple of fish farming operations in Washington and British Columbia.

In Washington, dozens of net pens near Bainbridge Island, Port Angeles and Anacortes are used to rear Atlantic salmon. About 10 million pounds are raised annually, and it's a \$40-million-a-year business. Fish farms in British Columbia raise 80 million pounds of Atlantic salmon annually.

The problem is, the Atlantic salmon escape. Since 1996, almost 600,000 Atlantic salmon have escaped from the net pens in Washington waters, and at least 60,000 in British Columbia waters.

The escaped fish have been caught by sports fishermen in Puget Sound and found as far north as the Bering Sea. Most troubling, in the past year Canadian biologists have found juvenile Atlantic salmon in two streams on Vancouver Island, a sure sign of spawning activity.

Biologists say the chance of interbreeding between the Atlantic and Pacific salmon in the Northwest is remote, though interbreeding has been done in the laboratory and they can't rule it out entirely. The real danger, biologists say, is that the Atlantic salmon will compete with the wild Pacific salmon.

There are no signs the Atlantic salmon have significantly impacted Pacific salmon stocks currently protected by the Endangered Species Act, but a recent study by the Washington Department of Fish and Wildlife concluded "as new data become available, the opinions of scientists may change."

Genetically engineered Atlantic salmon could provide an even greater danger to Pacific salmon. They would grow faster and be more competitive.

"It's a recipe for extinction," said Kate Neiswender, an aide to California state Sen. Tom Hayden. The Los Angeles Democrat wrote a resolution approved unanimously by the California Legislature that calls, among other things, on the National Marine Fisheries Service to ensure transgenic salmon are prevented from threatening wild stocks.

Though there are no net pen operations in California raising Atlantic salmon and no Atlantic salmon have been found in California waters, Neiswender said salmon migrate up and down the West



*Astoria Florist*  
"Special Designs for those Special Occasions"  
Cut Flowers • Potted Plants • Gift Items  
**We Deliver! Call 325-3571**  
Outside area call 1-800-339-3571  
951 Commercial Street, Astoria OR 97103



**Teleflora**  
Worldwide Delivery

Coast, and Alaska salmon have been found as far south as California.

Bob King, a spokesman for Alaska Gov. Tony Knowles, said that salmon farming is banned in the state and that the governor considers Atlantic salmon an "invasive" species.

"Having genetically engineered salmon escape into the wild is a scary prospect," King said, adding that with a current surplus and depressed salmon prices "we would question altering Mother Nature to add to the glut."

In the Northwest, an official of the Omega Salmon Group Ltd., which owns the Washington salmon farms, said he knew of no plans to start raising transgenic Atlantic salmon.

"We are not involved and don't foresee any on this coast," said Omega controller Keith Bullough, who is based in Campbell River, B.C.

A/F Protein officials, however, said they have had private discussions about transgenic Atlantic salmon with virtually every salmon company in the world.

Omega is a subsidiary of the one of the largest salmon farming companies in the world, Pan Fish ASA, a Norwegian company with operations in Norway, Scotland, Canada and the United States.

"On the surface, knowing what they have done with transgenic fish, we would highly scrutinize any attempt to bring them into Washington and likely not approve them," said Amos of the state Department of Fish and Wildlife, who added that his agency would have jurisdiction.

On the federal level, the FDA has not approved for use as human food any transgenic animal under development, including salmon. Agency officials will say little about transgenic salmon because much of the information they have received is proprietary.

"It's under review," said John Matheson of the agency's Center for Veterinary Medicine. "These fish are not in the supermarkets."

Critics, however, say the FDA can assess food safety issues but has little background in assessing environmental risks.

"Having the FDA assess environmental risks would be like having the Fish and Wildlife Service assessing food safety," said the Environmental Defense Fund's Goldberg. "It's absurd." The FDA has done environmental assessments before and has been working with the Fish and Wildlife Service and the National Marine Fisheries Service, Matheson said.

"We are not competitive, we are complimentary," he said.

*Staff writer Les Blumenthal covers Northwest issues in Congress. Reach him at 1-202-383-0008 or lblumenthal@mcclatchydc.com.*

## Bar Pilots get new boat

By Bernhard Gross

The new boat of the Columbia River Bar Pilots is more than a piece of equipment. It protects the pilots on their treacherous way to work on the river bar.

Its name, Chinook, is more than the sum of its simple syllables, convenient for radio transmission and easy to use by foreign sailors. It's an homage to the first bar pilots.

"The name Chinook of course relates to the history of the river. The Chinook Indians were the first pilots of the river," bar pilot Barry Barrett said. "Basically we're honoring the history of the Chinook."

The Chinooks guided ships across the bar in a wooden canoe in the 1800s. Sunday, the tribe's descendants christened the new boat docked at the Columbia River Maritime Museum. "I name this boat Chinook. May God bless her and all who sail on her," Steve Tobeck, a member of the Chinook tribal council, said.

Peggy Disney, also a member of the tribal council, stepped forward, a bottle of champagne in hand, kneeled down near the bow of the boat and struck the deck with the bottle.

The bottle broke on the third strike, champagne ran down the bow of the boat and the christening was complete. The new Columbia River Bar Pilots boat had received its name.

"The humans' relationship with water is precarious and mysterious," Jerry Ostermiller, executive director of the Maritime Museum, said.

"There is always a certain amount of unknown when, the people venture forth on great bodies of water."

By giving their vessels names, people try to fend off the dangers of the sea. The christening of boats in various forms goes back all the way through recorded maritime history, Ostermiller said.

"The symbolism (of the Chinook) is that it is a connecting tool to the many different cultures and languages of international shipping to the interior of the Northwest United States," he said.

The bar pilots used the help of some fifth-graders in choosing the names. Joe Supple, from John Jacob Astor Elementary School, Marlie Cokley and Jenessa Manion, both from Capt. Robert Gray Elementary School, came up with the name dur-

ing a naming competition in 1999.

"Our class had just been studying the Chinook Indians. And I was thinking of their boats," said Jenessa, now a student at Astoria Middle School. The name was also on the top of Barrett's list. Once the name had been decided, Barrett wanted to involve the Chinooks in the actual ceremony. When Gary Johnson, chairman of the tribal council, heard of the idea, he was pleased.

"It's an acknowledgement of our history and an acknowledgment of our present tribe," Johnson said.

About 16,000 Chinooks lived in villages along the Columbia River when the Lewis and Clark expedition reached the area in 1805. Now there are about 2,000, Chief Cliff Snyder, a former member of the tribal council, said. The Chinooks are still working on being officially recognized by the federal Bureau of Indian Affairs.

Chinook was built in Seattle by Kvichak Marine Industries. It is based on the design of Dutch pilot boats by British designer Alastair Cammeron.

The 72-foot boat has been modified to cope with the harsher weather conditions on the Columbia River bar. It is self-righting, even when completely turned on its head. It also differs from boats the bar pilots use currently.

"The main difference is, it's not designed to sit out there and wait," bar pilot Wayne Stolz said.

Its jet engine can reach speeds up to 29 knots, fully loaded and with six crew members on board. It's a so-called single-mission boat. Rather than the two hours it would take now, in good weather conditions it can make the round trip in one hour.

The bar pilots are using a helicopter and two boats, the Columbia and the Peacock, to get out to the boats waiting to cross the bar. The Peacock will be retired at the end of the winter, Stolz said.

Retired bar pilot Jim McAvoy, who attended the ceremony, said he was impressed by the Chinook. But he also has fond memories of the more than 30-year-old Peacock. He said it's a sad feeling to see the boat retired.

"It protected a lot of us through a lot of storms and bad weather."

The Chinook's mission will be just the same.



## Al's Marine Service

Factory Certified  
Inboard • Outboard • Stern Drive  
Electric • Computer injection  
Welding • Aluminum • Stainless Steel  
Gillnet Boats and Engines

92738 Allen Road  
Astoria, OR 97103  
(503) 458-5103

Alvaro Ruiz

Lic. # 9951

## Omer & Onie Stephens

**We are dedicated to  
the promotion of this  
newsletter.**

**Thank you.**



## NORTH COAST TRUCK

Quality Truck, Marine &  
Hydraulic equipment

NOW STOCKING LIGHT TRUCK PARTS  
AND ACCESSORIES 4X4 TRUCKS AND S.U.V

757 W Marine Drive, Astoria

Across from Youngs Bay  
Open daily 8 to 5:30, Sat 9-noon

325-3111

**Macon** - continues from page 15

reached calcium carbonide tanks aboard the craft, causing the tanks to explode...

... Surviving officers and men of the wrecked dirigible Macon reached San Francisco today and came ashore beating stories of heroism displayed in the disaster.

Newspapermen crowded to contact the naval men. One of the first to speak was Lieut. Commander Scott Peck.

"There was no hectic storm and no

eplosion," he said. "It was a gust of wind from the Carmel Mountains, I guess. We had difficulty manipulating the ship. The upper fin was carried away. The helium gas bags were ripped away too. I guess it was unavoidable. Otherwise the weather was calm. "I imagine what happened to our ship mechanically was much the same as that of the Akron disaster. The only way I can account for the fin being carried away is that it must have been pretty weak."

continues on page 35

## Seal Problems..?

We are the authorized distributors of California Seal Control explosive pest control devices and are now able to ship UPS anywhere in the continental USA as class "c" explosives. Call or write today for more information and a free brochure!

Shell crackers available, too!



## CALIFORNIA SEAL CONTROL

P.O. Box 949, San Pedro, CA 90733 310/519-0218  
Toll Free 1-800-225-4375

## FISHERMEN!

**When you retire we can make sure you miss the job more than you miss the paycheck.**

Social Security has certainly seen better times. And who knows what the future will bring. I can show you how to plan for a secure financial future with or without Social Security. Call today for details.



George House

632-A West Marine Drive  
P. O. Box 990  
Astoria, Oregon  
325-7991 or 1-800-234-7991

**Edward Jones**<sup>®</sup>

Serving Individual Investors Since 1871

# VINCE WILLIAMS

**See Our Inventory Live or Get Pre-Approved For Credit  
at [www.vincewilliams.com](http://www.vincewilliams.com)**



VINCE WILLIAMS SUZUKI

HWY 101 S. • Warrenton

**861-3422 • 1-888-261-3422**

HOME OF E-Z FINANCING

# A Wave Goodbye

## James 'Jim' Michael Hill Fisheries project director

James "Jim" Michael Hill, 47, of Warrenton, died Monday, Oct. 2, 2000, in Warrenton.

Mr. Hill was born June 7, 1953, in Burlington, Vt., to Donald and Joan Osborne Hill. His parents survive, living in Seaside. He grew up in Hamlet and graduated from Seaside High School. He earned a fisheries degree from Oregon State University. He worked for the Clatsop County Economic Development Council fisheries and became the project director. Mr. Hill was instrumental in helping the fishing industry in the area, family members say.

Hamlet was a special place to Mr. Hill. He enjoyed hunting, fishing, the outdoors, clam digging, tennis and spending time with family and Mends. He loved his children as well as all his nieces and nephews, said family members. Mr. Hill attended all of their sporting events and activities. He was a member of Warrenton Christian Church.

Hill brought the Youngs Bay fishery project to what it is today.

"The project is the model for select-area fisheries. Jim Hill was an integral part of that. A lot say he was ahead of his time with the select-area fisheries, and time will show his place in history."

Under Hill's guidance, the fisheries project received wide recognition.

Duncan Law, retired professor emeritus of the Oregon State University Seafood Laboratory, who founded the CEDC Fisheries Project with Ted Bugas, said Hill had nurtured the program to new heights and was well respected in the fishing community. Unique as a select-area fisheries, the program had expanded its net pens at Youngs Bay and to Blind Slough and Tongue Point.

"His contribution has been enormous. Since he took over, his ideas he presented

to the fisheries group have been spectacular. He's the reasons why, in recent years, it's grown so much," Law said.

Fisheries project staff are in shock today, said Toni Miete, who worked with Hill more than 17 years

"It's a tremendous loss for the fishing community, because for him, this wasn't just a job. His heart was for the industry and the fisherman. He gave more than his all for that. And I'm not sure that many of them really realized it. Because of his dedication, we're dedicated within our own group to continue that, for him."

The program is meeting with accolades, said Jon Westerholm of Salmon for All. His organization has taped interviews with Hill on the net pens.

"That now is gonna be a prominent thing to use in the future, now that he's gone," Westerholm said.

"I lost my dad at 54 to a heart attack, and it's devastating to lose promising people at that young an age. It's hard to replace. It's gonna be difficult to replace Jim. The program is really gonna have to do some searching to fill in for him."

Jim Bergeron, OSU Sea Grant Marine extension agent, who knew Hill since he went to work for CEDC, said the project meant a tremendous amount to the fishermen as well.

"There are a lot of young fishermen

that really sort of get their start in Youngs Bay and then move on to other fisheries, and a lot of fishermen who don't go to Alaska and just fish there. And it's meant a lot to some of the old timers who are still able to fish there," Bergeron said.

"He's gonna make a tremendous hole. That history and understanding he had is just gone. It's going to be very hard to pick up the pieces."

Daily Astorian reporter Bernhard Gross contributed to this report.



## NIEMI OIL CO.

PHONE 325-1972  
FAX 325-1973

34908 HWY 105 - SUITE #2  
P. O. BOX 989 ASTORIA, OR 97103  
Gasoline / Diesel / Lube Oil  
Call for Delivery



## NORTH SHORE FINANCIAL, INC.

1010 3rd Avenue • Seaside 97138



Dan Roberts  
Financial Consultant

Stocks • Bonds • Mutual Funds  
IRA's • Annuities • Insurance  
Education IRA's • SEP'S • 403B's

(503) 738-5621 (800) 426-9759

Securities offered through Brecek & Young Advisors, Inc. a registered Investment Advisor/  
Broker Dealer, 1110 Iron Point Road, Suite 100, Folsom, CA 95630 (888) 777-1992

## Hoggard Auto Sales & Service



Conveniently Located  
Across From Seaside High  
School & Just North Of  
The Outlet Mall

HOME OF THE  
FAST OIL & LUBE  
"WE MAKE IT EASY"

717-1100

### PRE-OWNED CARS • BROKER FOR NEW CARS

Free Car Wash With Service and Shuttle Within Local Area

Remember... We Offer Discounts To Senior Citizens  
And Commercial Accounts

We perform Repairs On Most Makes & Models  
CARS, TRUCKS, & MOTOR HOMES

Including: • Full Service Alignment Shop  
• Factory Recommended  
• Maintenance Service

No Pressure - Just Hometown Helpfulness  
We Have The Financing Available: Good Credit - Bad Credit - No Credit COME SEE US!  
Want To Sell Your Car?

We Will Buy It, Consign It or Take It On A Trade - Paid For Or Not

725 N Roosevelt Drive, Seaside

## Lasting legacy...

The untimely death of my good friend and colleague Jim Hill is most distressing. We deeply mourn him for the person he was. Jim was one of the most honest, kind, gentlemanly and charismatic people I have ever known.

His love for his family and friends were the hallmark of his life. The void Jim leaves behind from a personal point of view will be nigh impossible to fill.

It will also be extremely difficult to fill the void from a professional point of view. Jim provided ideas and procedures and developed innovative methods for salmon enhancement that were a standout worldwide.

We have had congressmen and governors as well as fisheries experts from throughout the world come to visit the facilities Jim managed. All came away deeply impressed by the fine work being accomplished and even more impressed that it had been done on such a low cost budget. One out-

standing innovation Jim developed was a net pen system of his own design. This system has provided the nucleus for an expansion program for Youngs Bay that resulted in new facilities at Tongue Point and Blind Slough as well as locations across the river in Washington.

On the biological side, it was through the efforts of Jim that we took surplus eggs from the upper Willamette spring chinook run, hatched and then imprinted them to return to Youngs Bay. Though imprinting is not a new concept, the use of this concept to bring a commercial quantity of spring chinook to our Lower Columbia Estuary was, indeed, innovative. The potential of economic gain to the community from this action is tremendous.

All that I have stated is but a part of the legacy that Jim Hill has left this community. It will be our duty to attempt to continue his legacy.

Rest in peace Jim,  
*Duncan K. Law, Astoria*

## A Wave Goodbye

### Sherman Eugene 'Gene' Clark Commercial fisherman

Sherman Eugene "Gene" Clark, 98, of Chinook, Wash., died Sunday, Oct. 8, 2000, in Chinook.

Mr. Clark was born June 10, 1902, in Rosburg, Wash., to Sherman and Clara Mason Clark. He received his education in Northport, Wash.

He married Anna Eliuk on Dec. 28, 1927, in Colville, Wash. She survives.

Mr. Clark logged for various operations in Eastern Washington until 1941, when he moved to Longview, Wash. The Clarks moved to Camas, Wash., in 1942, and Mr. Clark commercial fished on the Columbia River and later in Alaska starting in 1955. He retired to Chinook in 1982.

Mr. Clark enjoyed hunting and fishing and in later years, trap shooting. His family will remember his honesty and wisdom and how they enjoyed hearing his old logging and hunting stories.

# WARREN L. JUNES LTD.

HYDRAULIC AND MACHINE WKS.

## SPLICE KING POWER BLOCK

ALUMINUM OR STAINLESS ROLLERS

GREASEABLE SEAL BUILT INTO HUB  
TO PROTECT MOTOR SHAFT

DIRECT DRIVE TAPERED  
SHAFT CHAR-LYNN MOTORS

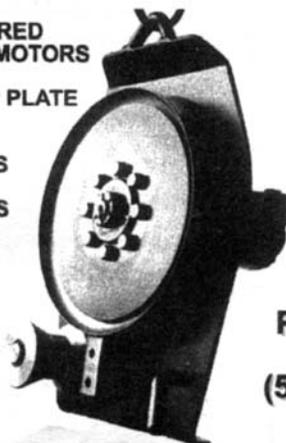
STAINLESS BACKUP PLATE

FULLY ADJUSTABLE  
STAINLESS PEELERS

STAINLESS SHEAVES

STAINLE SS HUB

4 SIZES AVAILABLE

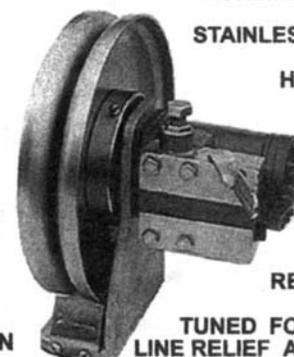


## ROPE MASTER LINE COILER



3 to 5 GPM  
HIGH SPEED LOW VOLUME MOTOR  
ALL STAINLESS STEEL CONSTRUCTION

## HIGHLINER TUNA PULLER



HIGHLINERS CHOICE

STAINLESS SHEAVES

HAND FITTED  
STAINLESS  
PEELERS

4 GPM  
REQUIREMENT

TUNED FOR 90 MONO  
LINE RELIEF ADJUSTMENT

RIGHT OR LEFT HAND MOUNTING

P.O. BOX 385, 34700 HWY.105  
ASTORIA, OR 97103  
(503) 325 0630 FAX 325 0534  
1 800 425 0630



## Louise Cosmos Watts

Louise Cosmos Watts, 81, of Knappa, died Tuesday, Sept. 26, 2000, in Astoria.

Mrs. Watts was born May 23, 1919, in Astoria, to Greek immigrants Diamanti and Demetra Cosmos. She graduated from Astoria High School in 1938.

She spent 13 years in Portland, then returned to Astoria to marry her high school sweetheart, Francis Marion Watts, "Frankie," who died earlier.

Family members say Mrs. Watts was one of a kind - she was an exceptional wife, sister, aunt and dear friend, and also a wonderful mother and grandmother. She had a keen and often off-the-wall wit, family members say, and was known for her knowledge of regional historical data. Mrs. Watts was always impeccable in dress and home, family members say. She was an avid shopper and Trail Blazer fan, who loved to snuggle in her recliner and watch "my Trail Blazers," (one of the few times she was silent), family members say.

## Michal D. (Mike) Barendse

Michal D. (Mike) Barendse, 65, of Knappa, died Wednesday, July 26, 2000, in Portland.

He was born June 25, 1935, in Astoria to Clarence and Helma (Erickson) Barendse. He attended Knappa schools and graduated from Knappa High School in 1953. He married Donna Ridge on July 3, 1953. She survives.

Mike worked as a commercial fisherman and had held almost every occupation of the logging profession. His hobbies included playing pool and cribbage with many friends, and hunting and lashing with his grandchildren. He was a huge supporter of Knappa athletics.

But what he enjoyed most was attending his grandchildren's numerous activities. He will be remembered by his family and friends for his robust laugh and his kind and gentle heart.

Mike was preceded in death by a brother Gene D. Barendse and a daughter, Jeanne D. Barendse. In addition to his wife Donna of 46 years, he is survived by a brother Clarence "Snookie" Barendse and his wife Carol, a sister of Carol Barendse Wing and her husband Richard, a brother-in-law Sandy Ridge and his wife Helvi, and numerous nieces and nephews.

His pride and joy was his large but close knit family.

## Walfred F. "Wally" Hendrickson Fisherman

Walfred E "Wally" Hendrickson, 79, died of cancer Wednesday, Sept. 13, 2000, at his home in Aberdeen.

He was born March 25, 1921, to Otto and Sophie (Branfors) Hendrickson in Aberdeen.

He graduated from Aberdeen's Weatherwax High School in 1939 and attended Grays Harbor College.

He served in the Merchant Marines during WWII in the Pacific on an oil tanker.

He married Mildred D. Lundstrom in Aberdeen on Sept. 27, 1941. She survives at home in Aberdeen.

He started commercial fishing on Grays Harbor at the age of 16 and spent 42 seasons fishing in Alaska. He retired in 1985. He had his own boat named "Pautri Too." During the winter, he would work as a fuel truck driver, and over the years had driven for Pacific Fuel, Bay City Fuel and Bogle Fuel on the Twin Harbors.

In 1960, he and eight other fishermen founded the Breakwater Seafood Co. He sold his interest in 1968.

He was a life-time member of the Aberdeen Elks Lodge 593, the Teamsters Union, Grays Harbor Gilnetters Union, Alaska Independent Fishermen's Association, Columbia River Fishermen's Association and the Venture Out Golf Club in Mesa, Arizona where he and his wife have spent the last 15 winters

He was a Little League coach, manager and umpire for 20 years in Aberdeen and helped build the grandstand at the South Aberdeen field.

He had traveled to Asia, Australia and Europe.

## Orville H. Darling Machinist

Orville H. Darling, 90, of Svensen, died Wednesday, July 26, 2000, in Astoria.

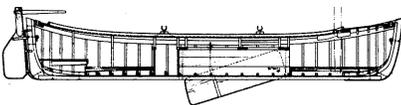
Mr. Darling was born May 11, 1910, in Portland, to Charles and Olive Becker. He moved to Svensen as a young child, where he went to grade school. He then returned to Portland and graduated from Benson High School.

He worked in the Portland shipyards during World War II.

Mr. Darling lived and worked in Union and Portland before moving to Knappa permanently in the 1940s. He gill net fished for several years and was a machinist and welder, running his own shop for many years. Mr. Darling enjoyed playing golf, riding his Harley and trap shooting. Family members say he was well liked in the Knappa community. He was a member of the BKS Gun Club.

Marine Repair, Restoration & Painting

**DAVID R. GREEN**  
SHIPWRIGHT



Shop: 503/861-1060  
200 W. Franklin  
Astoria, OR 97103

**VOLVO  
PENTA**

**Columbia Pacific  
Marine Works Inc.**

SPECIALIZING IN STERN DRIVES  
CUSTOM FAB. & WELDING

(503) 325-4310 Bob, Lasse, & Doug

312 Industry Astoria, OR 97103



# New Youngs Bay Net Pen Director Appointed

Alan Dietrichs has agreed to serve as the Interim Fisheries Project Director. Mr. Dietrichs is one of the Project's fish and wildlife technicians and has been with the program for nearly eight years in two stints. He was a fish technician on the original crew when the project started in 1976. Mr. Dietrichs, who grew up in Astoria and graduated from Astoria High School, left in 1978 to complete work on his degree in fisheries science at Oregon State University. When he graduated, there were no openings on the Fisheries Project staff, so he went to work for his old boss and former project director, Norm Kujala, on his fishing boat. He was a commercial fisherman for 14 years before he returned to the Fisheries Project in 1993.

**Macon** - continues from page 30

The hero of the wreck, officers agree, was E. E. Dalley, the radio man who died in a spectacular 125-foot leap from the Macon into the Pacific. "Dalley stood by his post cranking out those messages," Lieut. Com. Peck said. "I gave Dalley the last message that we were abandoning ship." "We could hear water swishing around us, but Dalley just sat there, chewing away at a hunk of gum and sending out messages." ... Supporting girders gave way, says witness who was in the stern at the time...

San Francisco, Feb 14. Weather conditions off Point Sur had nothing to do with the destruction of the Macon, Lieut. Com. Wiley told a naval court of inquiry today about the battleship Tennessee. "The weather gave me no concern. We ran into two squalls during the day and there was some wind, but the ship had been through that sort of thing many times."

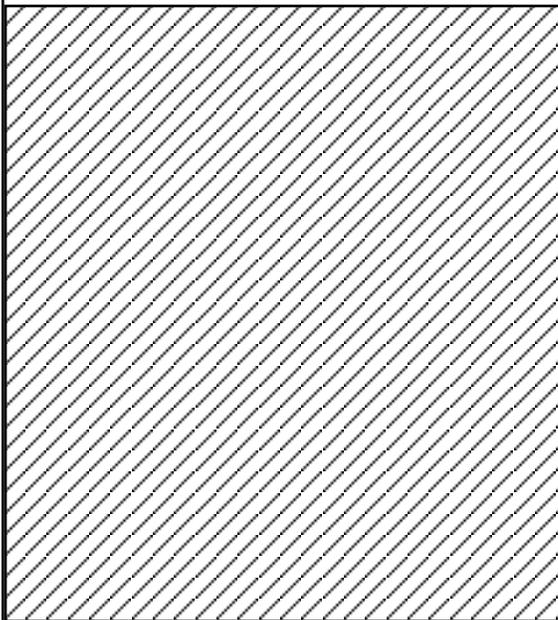
Commander Wiley declared he had not time when disaster threatened to determine the cause, but said he subsequently talked with men in the part of the ship where the trouble started, and got their views on the subject. Commander Wiley described the calm manner in which the crew abandoned ship. Although the Macon was falling at a speed of 300 feet per minute, there was no sign of undue alarm or haste among its crew. The men swam to rubber lifeboats and then were picked up by ships of the fleet.

Reprinted from the Astorian-Budget 1935

## HUGHES-RANSOM MORTUARIES

"Our Family Serving Yours"

Serving Clatsop County since 1913 in Astoria, in Seaside since 1950.



We Strongly believe in the values of living in a small community.

Most of our staff are Longtime residents and graduated from our f'me Clatsop County area schools.

Our Area Manager; Larry Peterson, Directors; Eric Wright, Mike McNeil, Secretaries; Diana Schroeder, Fran Webb, And Family Service Counselor Todd Slack. "Are always there in your time of need."

# HAYWARD'S Ocean Crest

Chevrolet Cadillac Buick Oldsmobile

14th & Duane, Astoria, OR 97103 • www.oceancrestmotors.com  
325-2711 • Toll Free 1-800-460-3856

Arne Rocky Sam Gary Al Finance Manager

**Open**  
**Mon.-Fri. 8:30am-6pm**  
**Sat.Sales 8:30am-5pm**

**Record 15,616,728 pounds ends Dungeness crab season**

ASTORIA— The year’s first Dungeness crab season has ended with a record harvest.

Newport edged out Astoria for the title of Crab Capital for the second year running. Crabbers there delivered 4,913,977 pounds of crab, according to the Oregon Dungeness Crab Commission.

Preliminary figures show Oregon crabbers landed 15,616,728 pounds of crab with a value of \$31,297,583 during the 8 1/2 month season. That reflects what fishermen are paid and doesn’t include economic multipliers or income from processing the crabs.

The previous high of \$24.7 million was set during the 1994-95 season on a similar 15 million-pound harvest.

This year’s crop benefited from strong market conditions and higher-than-average prices paid by the main seafood processors along the coast. The 325 crabbers received an average of slightly more than \$2 a pound for their crabs, also a record.

**John Day reservoir drawdown**

Drawing down the reservoir behind the John Day Dam was recommended because that is the longest, slowest-moving section of the Columbia River and salmon spawned there before the dam was built.

The 77-mile-long reservoir would be transformed into a river-like flow about half as long, giving salmon the habitat needed to rest, feed and spawn.



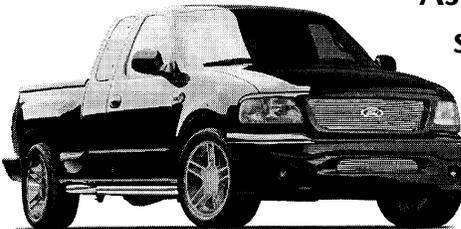
“Herschel” at the Ballard Locks vividly illustrates a growing problem — seals and sea lions depleting spawning runs of salmon, steelhead and other important fishery stocks. Resource managers have no authority to effectively resolve these conflicts.



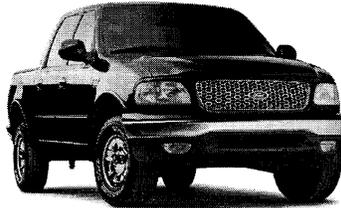
**WELCOME TO THE NEW ASTORIA FORD**



**OUR LOW PRICE GUARANTEE IS A COMPANY POLICY AS WELL AS OUR PERSONAL COMMITMENT**



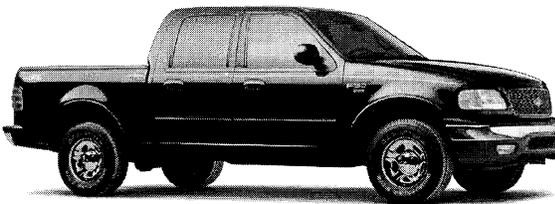
**As a large volume dealer in a small community we enjoy the luxury of a low overhead. We choose to pass the savings on to each customer, enabling us to move more inventory for less money per vehicle. Simple as that.**



**We get market share... you get our Low Price Guarantee with great trade in values.**



**Come see us if only to chat or review our ever-changing inventory.**



**Se Habla Español**

**We Love Competition Because We Make Competition**

**ASTORIA FORD**



See our entire inventory at **710 West Marine Drive, Astoria, OR**  
[www.astoriaford.com](http://www.astoriaford.com) **325-6411**



1900's  
Old Time Seal Hunter



2000  
New Bar Pilot ship Chinook

*In those days there was a bounty on seals-cut off the nose and bring it to the courthouse for cash. If you recognize the person in this picture, please let us know.*

1904  
Firemens Race on the fourth of July, Astoria, Oregon  
Note the wodden streets and the trolley tracks (downtown)



A publication of Columbia River Fishermen's Protective Union  
P. O. Box 511, Astoria, OR 97103