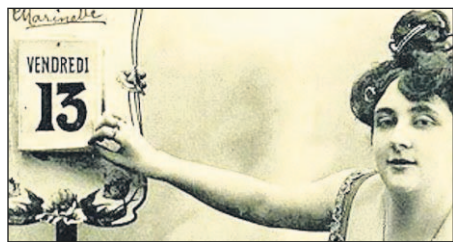


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ONE DOLLAR

Boats sit idle as algae threatens crab season

By PHUONG LE
Associated Press

San Francisco's Fisherman's Wharf typically bustles this time of year as workers prepare to haul millions of pounds of Dungeness crab that are a tradition at Thanksgiving and other holiday meals.

But crab pots are sitting empty on docks, boats are idled and fishermen

are anxiously waiting for California authorities to open the lucrative Dungeness crab season.

California has delayed the Nov. 15 start of its commercial crab season after finding dangerous levels of a toxin in crabs. Officials in Oregon and Washington are testing crab samples and will decide soon whether to open its coastal season by Dec. 1 as planned. A massive bloom of microscop-

ic algae — which produced a natural toxin called domoic acid that is harmful to wildlife and fish — in the Pacific Ocean is threatening the crab industry during a time when many fishing outfits make their most money. It's also roiling coastal tourism and marine ecosystems.

A closure along the entire West Coast would be a blow to the industry, which harvested nearly \$170 million

worth of Dungeness crab in 2014.

"Everybody is counting on crab to make it, so this is pretty disappointing," said Larry Collins, president of the San Francisco Crab Boat Owners Association. "Whenever they test clean, we'll go get them. I'm very hopeful that it's sooner than later."

No crystal ball

Experts say the warm conditions

that set up the toxic algae bloom — while not attributed to climate change — does offer a picture of what's to come as ocean temperatures are projected to warm. Already, warmer ocean temperatures off New England have shaken up fisheries there, contributing to the collapse of the region's cod fishery and the shift northward in

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SHINING LIGHT ON DISMAL NITCH



Joshua Bessex/The Daily Astorian

Jim Sayce points to Eagle Cliff, a weathered cliff that shows up in the journals during the Corps of Discovery's five-day stay in November 1805 at Dismal Nitch. The sounds of falling pebbles along the cliff, the tidal patterns of the Columbia River and the location of two adjacent streams led Sayce to this conclusion.

Local historian believes we are closer to finding the explorers' site

By KYLE SPURR
The Daily Astorian

DISMAL NITCH, Wash. — Historians know the Lewis and Clark expedition weathered brutal storms two centuries ago when they reached the rocky cliffs off the Lower Columbia River, described as Dismal Nitch in Capt. William Clark's journal.

The 33-person expedition was pinned down Nov. 10 to 15, 1805, along the north shore east of Point Ellice.

The exact location of the expedition's stay is still up for debate.

Historian Jim Sayce, the Washington State Historical Society's liaison to the Lewis and Clark National Historical Park, has studied the loca-

tion for nearly two decades collecting clues from journals, maps, tidal charts and photographs to pinpoint the location.

Sayce, and many other historians, have faced challenges visually reconstructing the area since State Route 401 was built in 1958. In addition, few maps and photographs exist showing how the shoreline appeared in the early 1800s.

"The trick is to find those features that don't change," Sayce said.

Through his research, Sayce believes the Corps of Discovery camped in Hungry Harbor, east of the Dismal Nitch Rest Area. Other historians put the campsite closer to rest area near Point Ellice.

Sayce will discuss the research and debate of Dismal Nitch during a talk at

1 p.m. Sunday in the Netel River Room of the Fort Clatsop visitor center. The talk, "Dismal Nitch: Shining a Bright Light into the Dark Coves of History," is part of the In Their Footsteps series, sponsored by Lewis and Clark National Historical Park.

For the program, Sayce said, he plans to describe the early research into the expedition's stay in the Lower Columbia region. He will segue into how there is no unanimous opinion about Dismal Nitch, although historians have analyzed the area for at least 60 years.

"When you don't have collective opinion, it hasn't been fully analyzed," Sayce said. "I'm trying to look at it like I have never seen it before, admitting it's been 200 years."

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Joshua Bessex/The Daily Astorian

Jim Sayce stands on a rock that he believes was in place when Lewis and Clark made their stay at Dismal Nitch in 1805. The introduction of added rock and the construction of U.S. Highway 101 has made it difficult at times to find landmarks that help identify where Lewis and Clark stayed.

Changing lives one blue jacket at a time

FFA opens door to world of agriculture for students

By TIM HEARDEN
Capital Press

Emily Kraxberger didn't grow up on a farm. Her family had 2 acres in Canby near Portland, where they had a small vegetable garden.

But as a teenager in high school, Kraxberger was drawn to agriculture class-

es such as floral science and landscaping.

Through those classes, she was introduced to FFA.

It changed her life. "In my sophomore year, I had an instructor who told me I should come to a leadership camp," she said. "That's how I became involved. Then I got some chickens, and on our small piece of property I raised chickens."

Kraxberger stayed involved after high school, interning in FFA's state office while earning an agricultural

See FFA, Page 9A

Gov. Brown orders third-party review of ODOT management

By HILLARY BORRUD
Capital Bureau

SALEM — Gov. Kate Brown wants the Oregon Department of Transportation to hire a consultant to review the agency's management practices. The review is supposed to reassure lawmakers the agency is doing everything it can to operate efficiently, as the Legislature gears up to pass a transportation funding package in 2017.

Earlier this year, lawmakers called for a performance audit of the agency and wanted to repurpose

some of its budget, as part of a transportation funding plan that ultimately died. One lawmaker who raised concerns was Sen. Betsy Johnson, D-Scappoose, who questioned why the state spent thousands of dollars to send a staffer abroad to research alternatives to the gas tax.

Brown asked the Oregon Transportation Commission to oversee the "independent third-party review" during the com-



State Sen. Betsy Johnson

mission's meeting in Silverton on Thursday. However, Oregon Department of Transportation employees are handling the process of recruiting consultants to examine the agency's management. ODOT has asked

16 different firms that conduct this type of work to weigh in on what a review should look like, ahead of an eventual request for proposals.

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