

Astoria: Documentary covers key events in city's history

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Soon after, Astoria became known as the salmon-canning capital of the world. The first cannery on the Columbia River opened in 1866 on the Washington side. Astoria opened its first in 1874.

"Astoria is off the beaten path. It's been sitting quietly over there for 200 years and all of this amazing stuff went on over there," Cain said. "For me, the story became an introduction to Astoria for the rest of the state."

'There is a lot of story around Astoria.'

— Eric Cain

Oregon Public Broadcasting producer

The second half of the documentary focuses on the modern history of Astoria, which Cain believes has rarely been captured on film.

The documentary covers the historic fire on Dec. 8, 1922. It also touches on the Bumble Bee Seafoods saga of how it became the largest salmon-canning company in the world in 1960, then closed shop and moved to California in 1980.

Sam Johnson, the executive director of the Columbia River Maritime Museum, said Cain approached him early in the project and had the idea that Astoria's modern history had been overlooked by the general public.

"He was very interested from the 1920s on with the fire and fishing industry and the ups and downs with the salmon," Johnson said.

Throughout the documentary, Astoria's changing logging and fishing industries are highlighted.

The film notes Astoria is now experiencing a rising tourism industry with attractions such as the Flavel House Museum and Astoria Column.

"There is a lot of story around Astoria," Cain said.

"Astoria" features interviews with:

- Peter Stark, author of the book "Astoria";
- Sam Johnson, Columbia River Maritime Museum executive director;
- McAndrew Burns, executive director, and Liisa Penner, archivist for the Clatsop County Historical Society;
- John Goodenberger, historic building consultant;
- Richard Basch, vice chairman of the Clatsop-Nehalem Confederated Tribes;
- Irene Martin, author and salmon industry historian;
- David Lum, retired Astoria auto dealer and son of Chinese immigrants.

Men with fish on a table.

Courtesy of Oregon Historical Society



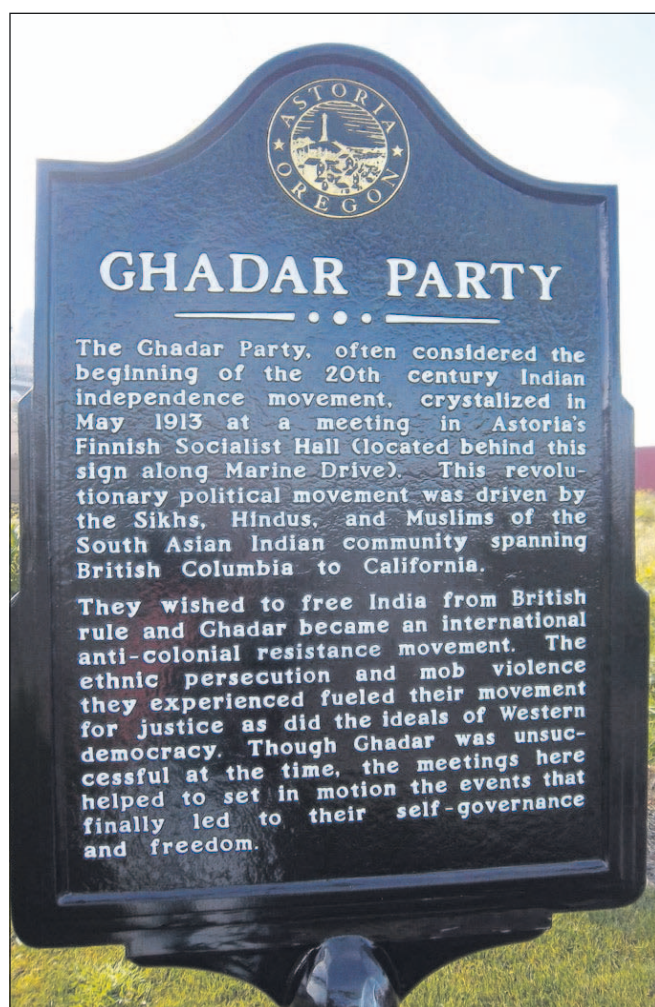
Peter Welch Collection — Clatsop County Historical Society
View looking over Alderbrook and the Hammond Mill. Date of photo is between 1920 and 1922 before the Hammond Lumber Mill fire in 1922. In the photo you can see the mill, Alderbrook, and Hindu Alley, the white apartment type building center right.



Peschl Family Album donated by Jack Hebbeler — Clatsop County Historical Society
A group of employees sitting and standing on piles of finished lumber at Hammond Mill. Ten of the employees appear to be Hindu or Sikh.



Courtesy of Columbia River Maritime Museum
Cannery workers prepping tuna for packing.



Courtesy of Clatsop County Historical Society
Ghadar Party plaque.

Gearhart: Council needs more information before approving annexation

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Road, Del Rey Beach subdivision, the end of Pine Ridge Drive and U.S. Highway 101. The property is in Clatsop County and is not within Gearhart's urban growth boundary.

Although at one time the family had proposed developing 120 houses on the property, Fraser told the council that he would want the current zoning, which calls for a minimum 2-acre lot size, to remain, allowing for fewer than 20 homes. Portions of the property are in the 100-year flood plain, in a tsunami

hazard area, contain wetlands and provide habitat for the silver-spotted butterfly.

The Gearhart Planning Commission had denied Fraser's request, saying that the property should be in the urban growth boundary before being annexed to the city. To do that, Clatsop County and the city of Gearhart would have to apply to the state Department of Land Conservation and Development to extend the city's urban growth boundary.

The city councilors debated the need for adding more land into the city at this time and expressed concern about

how many homes would be allowed and how they would be situated on the parcels. Councilor Sue Lorain wondered whether the city could extend its services to the area.

However, Councilor John Duncan noted that the state requires cities to have a 20-year supply of buildable lots available. Although the city has about 240 buildable lots now — enough to meet the 20-year demand — Duncan said having the Fraser property might be worth considering.

"Where do we go to annex (in the future)?" Duncan asked. "The only place to go is to the north. Do we need it

this minute? No. But do we need it under our control, or will Warrenton come in? Ten years from now, we will need that land to keep the state minimum."

The City Council, however, said it needed more information before it could approve the annexation. In the end, the council voted 3-2 to deny the request with a recommendation that Fraser explore seeking an urban growth boundary extension. Lorain, Councilor Dan Jesse and Mayor Dianne Widdop approved the motion. Councilor Kerry Smith voted against it, and Duncan abstained, saying he could not

come to a decision.

The council also approved an ordinance that limits the height of fences to 6 feet and delineates how the height is to be measured. Fences over 6 feet high will require a variance. Councilor Dan Jesse abstained from the vote because, as a contractor, his work requires him to build fences.

The council also approved an ordinance regulating the location of medical and recreational marijuana dispensaries. They cannot be located within 1,000 feet of another marijuana dispensary or within 1,000 feet of a school; day care center; or "student train-

ing facilities, such as dance studios, athletic, music and similar training facilities"; or public recreation facilities attended primarily by minors.

An ordinance limiting the number of recreational vehicles parked at one time at a residence to two for not more than seven days per month was tabled. Some councilors objected to the definition of an RV contained in the ordinance, which included dune buggies and recreational boats. The definition will be removed from the ordinance and placed with other definitions contained in the city code.

LNG: Nation's rush to join natural gas push began with Japan's nuclear disaster

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clear disaster in March 2011. "Afterward, Japan said, 'OK, we're done,'" said Art Berman, a petroleum industry expert with more than 30 years of experience in the energy industry.

Japan shuttered its nuclear power plants, but soon realized it had zero oil and gas resources. The Japanese decided to start importing liquefied natural gas — and the price shot through the roof (overseas LNG prices are indexed to crude oil prices; their decision

to tap in to LNG came at a time when crude prices were exceptionally high).

Demand for LNG grew — and the U.S. wanted in. Companies saw an opportunity to turn LNG import terminals into export facilities, and applications began flooding in to build greenfield export terminals.

Jordan Cove was one of these, forgoing its plan to build an LNG import terminal on Coos Bay's North Spit in February 2012. Instead, the company immediately started

looking into building an export terminal.

Today, Jordan Cove is projected to export 0.9 billion cubic feet of LNG per day to east Asian markets. Althoff said one of Jordan Cove's advantages is its relatively short shipping distance to the Tokyo harbor: nine days.

"Net LNG exports, primarily to Asia, increase by 3.5 (trillion cubic feet per day) from 2012 to 2030, then remain flat through 2040," according to the EIA. "Prospects for future LNG exports are uncertain, de-

pending on many factors that are difficult to anticipate."

Other studies, including a detailed effort at the Bureau of Economic Geology (BEG) at the University of Texas, suggest the nation's four major shale gas plays will peak in 2020, and then drop off.

The EIA and BEG provide different outlooks on the future of LNG — different, not conflicting, they noted in responses to "The Fracking Fallacy" in Nature last year.

"We both consider future

scenarios and perform sensitivity analyses to show how variations in input parameters affect production outlooks," the BEG wrote in response to the Nature article. "The EIA result is, in fact, one possible outcome of our model."

Berman worries that BEG's conservative estimates will come true. "Does the U.S. have enough natural gas to even consider export?" Berman said. "That's the most important consideration."