

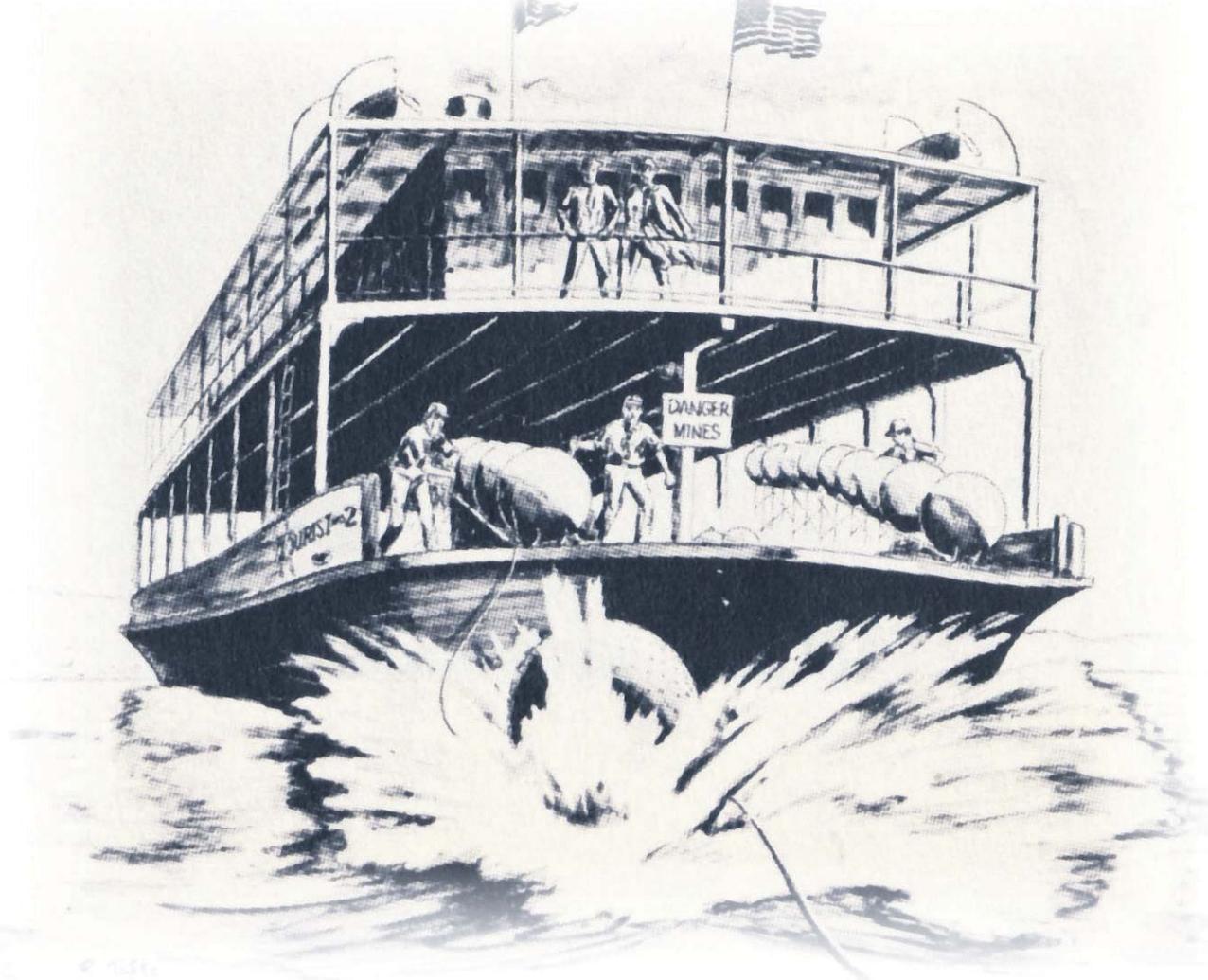
# FRIDAY EXTRA!

The Daily Astorian

Friday, August 7, 2015

Weekend Edition

## FLIGHT OF THE FERRIES



All items from Matt Winters Collection

Tourist No. 2 was drafted for national defense at the start of World War II, used to lay mines to block Japanese access to the Columbia River. This drawing was reproduced in the 1966 dedication booklet for the Astoria-Megler Bridge.

### Possible return sparks renewed interest in bygone era

By MATT WINTERS  
*For The Daily Astorian*

Columbia River ferries are one of those obsolete transportation systems — others include the Astoria and Columbia River Railroad and the Ilwaco Railway & Navigation Co. — that ignite a bright flame of nostalgic interest.

Anyone who has used the extensive Puget Sound ferry network to commute to work or as a cheap dating gambit will appreciate the romance of spending time out on the water on what amount to comfortable floating picnic places and observation platforms.

News that the Tourist No. 2 ferry will likely soon be making at least a short-term return to the Columbia River estuary has excited much discussion. It will be fun to see it docked in Astoria.

Maintaining and running such a vessel is not for the faint of heart or weak of wallet. Keeping Tourist No. 2 here and finding some economically sustainable way of making it useful

to the community would be a big challenge. Looking back to completion of the Astoria-Megler Bridge 49 years ago this month, it's clear most residents and travelers couldn't wait to be done with the inconveniences of having to plan around the ferry.

Conceivably, the returning ferry might be able to break even in tourist season by running a schedule stopping along the waterfront between Tongue Point and Hammond, possibly making wildlife-watching cruises into the estuary or to places like Rice Island and Miller Sands. But it's hard to imagine taxpayers and city councilors agreeing to such an experiment, at least without strong private financial guarantees.

In the meantime, a few avid collectors seek out artifacts relating to the Columbia ferry era. Postcards, timetables, correspondence, tickets and other paper items are the most likely finds. A lucky few may manage to discover and keep objects from the boats themselves, or things like office accoutrements and street signs associated with the Astoria-North Beach Ferry Co.

*See FERRIES, Page 3C*

**CLOCKWISE FROM TOP RIGHT:** This ferry schedule for summer 1939, kept as a souvenir in a tourist's scrapbook, shows that walk-on human passengers paid 25 cents, while horses and cows paid 50. Outbreak of World War II about two and a half years later resulted in enormous changes for the ferries and their passengers.

This 1936 bill for books of tickets sold to Chinook Packing Co. might represent tickets bought for resale to local residents or fares for company employees living on one side of the Columbia and conducting business on the other.

Tickets like these on the Astoria-North Beach Ferry were used by Pacific County, Wash., people traveling to the "big city" of Astoria for healthcare, shopping and other needs, and by Astorians coming north for clamping and fun at the beach. Pedestrian travelers connected with train service until 1930 and small buses thereafter. Tourists used the service to travel north and south on the already-famous U.S. 101 Pacific Coast Highway.



#### RATES

Passenger	25c
Passenger Car and Driver	75c
Trailer:	
Small, 6 ft. under	25c
Medium, 10 ft. under	50c
Large, over 10 ft.	75c
MOTOR TRUCKS (Less Load)	
2 Gross Tons and under	\$1.00
Over 2 Gross Tons, per ton	50c
Over 7 ft. width, extra	50c
Load on Truck, per ton	50c
Motorcycles	50c
Cattle and Horses, per head	50c

#### Mileage via U. S. 101

Shortest paved route North from Astoria to

Aberdeen	75
Olympia	126
Bremerton	175
Seattle	184
Port Angeles	148
Victoria, ferry	266

\*Driving time via U. S. 101 from Astoria to Seattle, 4 hours

The scenic trip across the mighty Columbia offers the traveler many outstanding sights. From the decks of the ferries one may see hundreds of fishermen pulling in their daily catches, the historic panorama of the Columbia.

PORT ANGELES VICTORIA

Effective May 27 to Sept. 11, Inclusive

#### BLACK BALL LINE

Leave Port Angeles

7:00 a.m. 10:00 a.m. 3:00 p.m. 7:45 p.m.

#### \* SUMMER SCHEDULE

Effective June 24, 1939

Lv. Astoria Lv. Megler

6:30 A.M. 7:00 A.M.

7:30 A.M. Bus Con. 8:00 A.M.

8:30 A.M. 9:00 A.M.

9:15 A.M. 9:45 A.M.

10:00 A.M. Bus South 10:30 A.M.

10:45 A.M. 11:15 A.M.

(11:30 A.M. 12:00 Noon)

12:15 P.M. Bus Con. 12:45 P.M.

1:00 P.M. 1:30 P.M.

1:45 P.M. 2:15 P.M.

2:30 P.M. Bus North 3:00 P.M.

3:15 P.M. 3:45 P.M.

4:00 P.M. Bus South 4:30 P.M.

4:30 P.M. 5:00 P.M.

5:00 P.M. Bus North 5:30 P.M.

6:00 P.M. 6:30 P.M.

7:00 P.M. 7:30 P.M.

FRIDAY, SATURDAY, SUNDAY ONLY

8:00 P.M. 8:30 P.M.

