

## Parade: 2,000-3,000 people attended event

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they left home and they came back, and we're here tonight."

Seaside's Mark Brooks carried Bronson Brooks on his shoulders, the youngster celebrating his first parade.

Seaside resident and chamber ambassador Cynthia Miner was among those giving out cookies, hot cider and cocoa for guests to enjoy. The weather, on the cusp of a downpour, didn't faze her a bit. "We're excited," she said. "This is what we're used to."

Seaside's Visitor Information Specialist Ken Heman manned the loudspeaker in front of the holiday tree. "It actually stops raining just before the parade, and starts raining after," Heman said. "You can tell who the true Oregonians because they are standing in the rain with no umbrellas."

### Parade through town

Lo and behold, shortly after 7, the rain paused and the parade kicked off from First Avenue on Necanicum Drive.

In the lead were students from Seaside schools, wearing the Gulls' red and white and celebrating the passage of the bond to move schools out of the tsunami zone.

The procession stretched down Broadway, past Finn's, Zingers, Sharky's and around the bend.

Honking horns from Seaside Fire and Rescue heralded the convoy to follow, including the big trucks of the Clat-



Jeff Ter Har/For The Daily Astorian

Colorful floats and costumes were the order of the day at the Seaside Parade of Lights.

sop County Sons of Beaches. Thomas the Train, Snoopy and more cartoon favorites drew cheers, along with trucks from Pacific Power, FedEx and local businesses — about 30 in all. Miss Oregon Alexa Mather greeted the crowd, accompanied by local Miss Oregon scholarship program contestants. An ornate rendition of Santa's Workshop was followed by a manger scene presented by Seaside's River of Life Fellowship.

Seaside's Michelle Hughes marched in Seahawks' football fanwear with family members from Kennewick, Washington, to cheer on their favorite team. "They're going

to go to the Super Bowl, of course!" Hughes laughed.

As the parade turned down Downing and the last floats moved through the crowd, onlookers gathered for the tree-lighting and carols. Voices rang out, singing holiday favorites including "White Christmas," "Winter Wonderland" and "Here Comes Santa Claus."

### Santa time

Who were the luckiest kids at the parade?

Leilani, Leila and Keoni Durham were first in line for Santa Claus, accompanied by their parents, Mona and Brian Durham of Warrenton. Leila

was looking forward to a new bed comforter and Keoni was poised to ask Santa for a toy train.

Sandy McDowall of the Seaside Chamber of Commerce estimated the parade drew about 2,000-3,000 people from "all over."

"I love the holidays in Seaside," McDowall said, joining the chamber ambassadors serving cider and cocoa.

"There's nothing like a little bit of 'sunshine,' chamber President Brian Owen added.

The rain did hold through the entire length of the parade. And by its end, the holiday lights shined bright on Broadway.

## Tour: Beach Bill anniversary to be lauded

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Murdy-Trucke also discussed part of Cannon Beach's rich history, including the difficult routes people endured to get to town before the highway system was built.

"They were determined to get here, despite it being just a trail," Murdy-Trucke told the group. "That kind of spirit has stuck around."

Commissioners then toured the outside of the rustic West-Bouvy log cabin, originally constructed by former Gov. Oswald West in 1913 as a summer home for his family. The home sold in the 1930s to the Bouvy family, and descendants of the family still own the home today.

After an arsonist burned the home down in 1991, the family had architects rebuild the home as a replica of the original cabin, according to Murdy-Trucke.

"It is believed by some that the inspiration for West's beach law was his summer retreat," Murdy-Trucke wrote.

### Beach Bill celebration to come

Oregon Parks and Recreation will work with the Oregon Coast Visitors Associ-



Lyra Fontaine/The Daily Astorian

Oregon Parks and Recreation Department commissioners tour the historic West-Bouvy log house in Cannon Beach. The house was built by former Gov. Oswald West in 1913.

ation and Travel Oregon to organize a yearlong celebration for the Beach Bill 50th anniversary in 2017.

West is considered the "Father of the Oregon Beaches," according to a state parks document from 1977. West introduced a beach bill in 1913 declaring the ocean shore from the Washington state line to the California

state line a public highway, providing groundwork for the Beach Bill.

Dry sand area could still be privately owned until 1967, when the Beach Bill was signed by Gov. Tom McCall. The bill guaranteed that the public has free and uninterrupted access to the beaches along Oregon's 362-mile shoreline. The ocean shore

also became administered as a state recreation area.

The tour's final stop was at the dunes by the Breakers Point condominiums, the site of several contentious dune grading requests in past years. Homeowners have expressed frustration about the dunes' obstruction of their views of and access to the ocean.



Joe Mabel/Submitted Photo

The downtown waterfront in Hoquiam, Washington as seen from across Riverside Avenue from the Polson Museum in 2009.

## Oil depot: 'Whatever we do, we expect it to be appealed'

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### Jobs touted

Houston-based Contanda says the project would bring jobs and economic benefits to the region and the facility would be built to the strictest local, state and federal safety and environmental protocols.

"We're confident that we can safely build and operate the facility in a way that protects our employees, our neighbors, and the environment, using the environmental impact statement as a guide," Contanda spokesman Paul Queary said in a statement.

"We look forward to receiving permits from the city so we can start construction, put people to work, and provide the community with tax revenue and other economic benefits," he added.

An environmental review completed by the state and Hoquiam in September proposed dozens of measures to offset or reduce impacts, but said there would be significant impacts to tribal resources and to health and safety if a crude oil spill, fire or explosion occurs that could not be avoided even with such measures in place.

"The variety of impacts that are discussed and disclosed give the city of Hoquiam the evidence it needs to deny the permit," said Kristen Boyles, an attorney with Earthjustice representing the Quinalt, whose reservation sits about 30 miles up the coast from the proposed site.

The tribe says moving millions of gallons of crude oil by train and tankers through the region put the tribe's safety, treaty-reserved fishing rights and way of life at risk.

An environmental review found that increased vessel docking and traffic in the navigation channel would restrict access to tribal fishing areas, and that proposed measures such as giving advance notice of vessels would reduce but not eliminate that impact.

### Consultant

Hoquiam City Administrator Brian Shay said the city has hired an independent consultant to review the project

and write a draft decision. He says he typically accepts such decisions. The public comment period ended a week ago, and a decision isn't likely until January, he added.

"Whatever we do, we expect it to be appealed," Shay said.

Hoquiam previously issued a permit for the oil terminal project in 2013.

The Quinalt and groups such as the Sierra Club and Surfrider Foundation challenged it, and a state hearings board reversed the permit. The city and Department of Ecology began an environmental review in 2014 that was released in September.

That analysis proposes tug escorts, setting up oil spill prevention and response plans and other measures to lessen environmental impacts, but says that "no mitigation measures would completely eliminate the possibility of a spill, fire, or explosion, nor would they completely eliminate the adverse consequences."

The U.S. Fish and Wildlife Service recently told the city that it agrees with the Quinalt Indian Nation that denying the permit "is the only defensible decision." It says the "proposal poses risks to our communities and to unique natural resources that cannot be fully mitigated, including U.S. Fish and Wildlife Service trust resources."

At one time, three oil terminals were proposed for the Port of Grays Harbor.

U.S. Development notified the port last year that it would not renew a lease option for a proposed oil terminal. Renewable Energy Group, formerly Imperium, told state and local regulators late last year that it dropped plans to handle crude oil as it pursues an expansion project.

In the meantime, the Hoquiam City Council in 2015 approved a ban on any new crude oil storage facilities within city limits. The tribe argues that the project should be covered by that ban.

The Quinalt tribe and others have also challenged the review of the project in court. Last month, the Washington Supreme Court heard arguments in the case.

## Map: The goal is to identify multiple species in a single test from one sample

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That technology is evolving, said Michael Schwartz, the Forest Service's director of the National Genomics Center for Wildlife and Fish Conservation in Missoula, Montana. Currently, he said, scientists can detect only one species at a time in a stream sample. He said the goal is to identify multiple species in a single test from one sample. A rough estimate for when that might be possible is about a year, he said.

The trove of information has the potential to be so vast that questions not presently imagined might arise.

"Any time science undertakes large projects like this, the payouts can be in directions you don't expect," Schwartz said.

Ultimately, he said, the publicly available information could be used by someone with an iPad or other device who could go to a section of river and see what species it contains.

### Genesis

The Aquatic Environmental DNA Atlas for the western U.S. has its genesis in a smaller-scale project called the Bull Trout Environmental DNA Atlas involving five states — Idaho, Montana, Nevada, Oregon and Washington — where the federally protected fish is found. That effort, Isaak said, has discovered bull trout in areas where they were thought not to exist.

Isaak also has been working on something called the Cold Water Climate Shield to identify streams that could serve as a refuge for cold water species, such as bull trout, if global warming continues. That map uses millings going back decades and has expanded to include most of the western U.S. Stream temperatures in lower elevations have risen several degrees over the past 30 years, Isaak said. The DNA

Atlas has been confirming the kind of species present as predicted by the Cold Water Climate Shield, Schwartz said.

What scientists ultimately hope to do is combine all the information from stream temperatures, DNA Atlas sampling, topography and weather patterns to get more insights into species distribution patterns and even how entire ecosystems function.

"The data sets can be bigger because computers are bigger," Isaak said.

Even for Isaak, who is called a visionary by his colleagues, the leaps in technology that make his ideas possible can be mind-boggling.

"It's just been an ongoing revelation," he said, recalling 15 years ago using pencil and paper to make streamside observations. "It still seems like magic to me that you can go take a water sample and you have instruments powerful enough to discern what species are present."

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