WORLD IN BRIEF

Associated Press

Interstate 84 westbound reopens after fire closure

PORTLAND — Transportation officials say the west-bound lanes of Interstate 84 in the Columbia River Gorge have reopened to motorists between Hood River and Troutdale, more than a week after the lanes closed because of wildfires.

The Oregon Department of Transportation says the lanes opened just before 6:30 p.m. Thursday when officials determined the road was clear and no longer threatened by fires.

Officials say the eastbound lanes remain closed with no timeline yet for reopening. Interstate ramps along the 45-mile stretch of road from milepost 62 to 17 remain closed, including the ramps in and out of Cascade Locks.

Motorists should not stop anywhere along the interstate as the fire continues to burn in the area.

Manhunt on after bomb wounds 22 on London subway

LONDON — Hundreds of British police embarked on a massive manhunt Friday, racing to find out who placed a homemade bomb on a packed London subway train during the morning rush hour.

The explosion — labeled a terrorist attack by police —

The explosion — labeled a terrorist attack by police — wounded 22 people and ignited a panicked stampede to safety. Experts said London may have escaped far worse carnage because it appeared that the bomb only partially exploded.

"Clearly, this was a device that was intended to cause significant harm," Prime Minister Theresa May said after chairing a meeting of the government's COBRA emergency committee.

Police called it a terrorist attack, the fifth in Britain this

Witnesses described seeing a "wall of fire" as the bomb—hidden in a plastic bucket inside a supermarket freezer bag—went off about 8:20 a.m. while the train was at the Parsons Green station in southwest London.

It was not a large explosion, and British police and health officials said none of the injured was thought to be seriously hurt.

North Korea fires missile over Japan in longest-ever flight

SEOUL, South Korea — North Korea conducted its longest-ever test flight of a ballistic missile Friday, sending an intermediate-range weapon hurtling over U.S. ally Japan into the northern Pacific Ocean in a launch that signals both defiance to its rivals and a big technological advance.

Since President Donald Trump threatened the North with "fire and fury" in August, Pyongyang has conducted its most powerful nuclear test, threatened to send missiles into the waters around the U.S. Pacific island territory of Guam and launched two missiles of increasing range over Japan. July saw its first tests of intercontinental ballistic missiles that could strike deep into the U.S. mainland when perfected.

The growing frequency, power and confidence displayed by these tests seem to confirm what governments and outside experts have long feared: North Korea is closer than ever to its goal of building a military arsenal that can viably target both U.S. troops in Asia and the U.S. homeland.

Beeswax: 'We do one ship a year. It's a long process'

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On the first day, they used Magie's sonar to gather images of the coast from Cape Falcon to Manzanita to study for possible future outings.

Instead of magnetometers, the society on the second day took out Clatsop Community College's underwater robot, Lazarus, and robotics team CEO Jennifer Jordan, who surveyed with the submersible just north of the beach. Neither Jordan nor another survey by the society's underwater robot uncovered any artifacts.

"We're kind of getting close to the end of the season," Dewey said of the worsening weather. "We may not make it back out there."

Clues of a wreck

The legend of a ship-wreck off the coast of Manzanita stretches back to the early 19th century, when a fur trader noticed Native Americans trading in beeswax despite there being no native honeybees in Oregon. To this day, beachcombers periodically find blocks of beeswax and pieces of fine china around Short Sands beach and the Nehalem Spit.

The search for the Beeswax wreck has been ongoing for more than a decade, first through the Beeswax Wreck Project and later through the archaeological society. During a search in 2013, a company briefly scanned the area near Short Sands with a magnetometer and found a spike indicating the presence of metal, Dewey said.

During a dive with friends a year later, Dewey saw an unusual growth near the surface in the same spot.

The next step for the society is to raise funds for a working magnetometer, which Dewey said will cost about \$18,000, and preparing to possibly dive next year in the areas around Short Sands. The instrument is necessary for identifying metal objects buried in the sand and underwater.

"We could find something



Photos by Edward Stratton/The Daily Astorian Tim Stentz, a mariner and Maritime Archaeological Society member aboard the vessel Sovereign, launches the Clatsop Community College underwater robot Lazarus.

(with sonar and robots), and it might be something very cool, but the rest of the wreck might be a foot under sand right next to it or half a mile away," Dewey said.

Beyond Beeswax

While finding the Beeswax is the top priority, the society was formed three years ago from the Beeswax Wreck Project to expand the group's mission and state support for identifying some of the thousands of shipwrecks throughout the region, Dewey said. The group is a loose collection of volunteers from throughout the Pacific Northwest and Hawaii.

State databases include more than 31,000 documented archaeological sites on land, State Archaeologist David Griffin wrote in a 2013 report on underwater archaeological research.

"Recorded shipwreck locales within this database number just over 300," he wrote. "With over 3,000 reported shipwrecks off the Oregon Coast alone, the huge disparity between this number and that earmarked in the state's records highlights the need for improvement in both recording location information for shipwreck sites and more professional investigation of the significance of submerged resources in general."

Through its Oregon Coastal Survey Project, the society has been trying to find wrecks and abandoned vessels all along the state's coastline. Last spring, volunteers surveyed near the



Jennifer Jordan, CEO of Clatsop Community College's underwater robotics team, pilots the robot Lazarus off the coast of Oswald West State Park.

New Youngs Bay Bridge in Astoria for the wreck of the T.J. Potter, a 19th-century steamer burned and scrapped for parts around 1920. The society has sent a report in and is close to documentation with the state, Dewey said.

Next year, the group might focus on using its underwater robot to better survey the Silvia de Grasse, a lumber schooner that sank in Astoria near Pier 39 in 1849.

"We do one ship a year," Dewey said. "It's a long process. The T.J. Potter report was about 40 pages. We're writing up reports on all the ones we can.

"And we're a volunteer group, so we're doing it as quickly as a volunteer group can do."



