



Hailey Hoffman/The Astorian
The Northern Pacific, above, and Great Northern were photographed by local photographer Frank Woodfield shortly after they first began their route between Astoria and San Francisco in 1915.

Clocks: Two were gifted during 1915 World’s Fair

Continued from Page A1

quarterly, The Quarterdeck. Hill was instrumental in promoting the development of the region, attracting settlers on his rail lines and other large investors, such as lumberman Frederick Weyerhaeuser, to whom Hill would sell 900,000 acres of forestland in western Washington that became Weyerhaeuser Co. “James Hill keenly understood how promoting the development of the lush natural resources of Oregon and Washington would drive the profits and value of his railroad empire, and he focused primarily on farming and lumbering,” Haglund wrote.

Luxury liners

In competition with the Southern Pacific Railroad, Hill wanted to further expand his lines from Portland south to San Francisco in time for the 1915 World’s Fair. After being rebuffed in his attempts to get a right of way — in part by competing railroads lobbying against him — Hill’s Spokane, Portland & Seattle Railway contracted with a shipwright in Philadelphia for two 525-foot luxury cruise liners. At about \$2 million each and capable of 23 nautical miles per hour, Hill wanted them to cover the voyage between Flavel and San Francisco in 25 hours. “You’d get there two and a half hours before the train would’ve, because that was the whole point,” said Jeff Smith, curator at the museum. A terminal was built in Flavel, named for the famed bar pilot Capt. George Flavel and located in present-day Warrenton, where an estimated 10,000 people turned out to see the Great Northern arrive in

March 1915. An article in the March 17, 1915 Morning Astorian newspaper described the spectacle. “Passengers crowded to the Great Northern’s inshore rail and handkerchiefs were waved and cheers returned,” the article read. “Doubtless many wondered what sort of port was this that turned out 10,000 souls to welcome the travelers to its shores.” Dignitaries from Astoria had commissioned two brass and mahogany clocks from the Chelsea Clock Co. that were gifted during the World’s Fair in 1915. “I do think Astoria recognized this a real economic boon, all these people being brought here, and having the service and having the train and all that stuff,” Smith said. “And it was just a way for the community to say, ‘Thank you, we appreciate you investing in our area.’” The Great Northern Pacific Steamship Co.’s Astoria-San Francisco route would only last about 2 1/2 years before both ships were commandeered as troop transports during World War I. The Great Northern would carry approximately 72,000 U.S. troops to Europe, and the Northern Pacific more than 22,000. After the war, the Great Northern shuttled documents to President Woodrow Wilson as he was returning from the Paris Peace Conference and later became the flagship of the U.S. Navy at Guantanamo Bay, Cuba. Seattle ship magnate H.F. Alexander had eyed the Great Northern’s sister ship, the Northern Pacific, as a luxury cruise liner to name after himself. But in 1922, the Northern Pacific caught fire, capsized and sank off the coast of New Jersey. The Great Northern would join

Alexander’s Admiral Lines for the next 15 years, running along the West Coast between Seattle and Los Angeles before being bought out by the War Shipping Administration to ferry troops to Europe during World War II, including in advance of the D-Day invasion of Europe. But the vessel’s size, unique design and cost of upkeep ultimately led the administration to sell it to the Boston Metals Corp. for scrap in 1948, Haglund wrote.

‘Nicknames’

“In 34 years, perhaps no large vessel homeported for a time at the mouth of the Columbia River was more accomplished or had more nicknames,” he wrote. “That list included not only the Palace of the Pacific and Hot Foot, but also Galloping Ghost of the Pacific Coast and Greyhound of the Pacific.” Haglund saw the clocks while at the James J. Hill Center in St. Paul and explained their importance to the region, Smith said. When the clocks became available, the center offered them up, and the museum took receipt last week. Smith referred to them as the “Rolls Royce of clocks.” But the clocks, which chime every half hour and helped keep fresh crews on deck, need work. Luckily for the museum, Astoria has an antique clock repairer in Frank Van Winkle at Loop-Jacobsen Jewelers. They hope to send one of the clocks out for repair and put it on display next month. “It’s kind of interesting that they’ve made it full circle,” Smith said. “They started here, and they’re back here again. It just feels really good knowing they’re here, so that Astoria can once again take pride in them.”

Brady: ‘I love all my customers. I love them all’

Continued from Page A1

At first he thought about taking them to the Cannon Beach Police Department, but he noticed they were keys for a Subaru. Some of his Arch Cape customers owned Subarus, so he set out to solve the mystery. At the first house, he saw a Subaru in the driveway. He asked the person standing next to it if she had lost the keys. The woman, a Realtor looking at the house for a potential sale, said “no.” Down the road was a regular customer who owned a Subaru. He didn’t have a package for her, but he stopped anyway. The keys weren’t hers. He turned onto the next road and kept looking. Finally, at the end of the cul-de-sac, he saw a Subaru Forester. He rang the doorbell and asked Bill Campbell if he had lost his keys. Campbell pushed the fob button, and his Subaru unlocked. “He almost broke into tears,” Brady said. “He didn’t know he had lost them. The Lord brought me to his place. The keys weren’t close to his home.”

Campbell said his family had just sat down to dinner when Brady arrived with the missing keys. “I didn’t even realize they were gone,” Campbell said. “Because of him I never have to replace the keys that belong to the many locks in our lives.” Earlier that day, Campbell moved his car and put the keys in the back while doing chores. He forgot to pick them up, and when his wife, who later used her key to drive, accelerated to get onto the highway, Campbell figured his keys must have slipped off the back. “David is usually overwhelmed with packages to deliver, but he’s also observant,” Campbell said. “Even with all his work, he still decided to stop at every house until he got to the end of the cul-de-sac ... It was



Bill Campbell, who wrote a letter to the CEO of UPS praising local driver David Brady, received a key rack from UPS. The rack may help Campbell from losing his keys again.

the ultimate in customer service; the CEO had to know.” So Campbell wrote a letter to CEO David Abney saying that Brady went “above and beyond any expectation” to “make life easier for someone unknown.” Campbell recommended that Brady be officially recognized for the “greatest act of customer service I could ever imagine.” Abney had a plaque engraved honoring Brady for excellent service. “This may be the last employee compliment that I receive as CEO,” wrote Abney, who was retiring. “It certainly ranks among the top of the list.” Brady, 59, used to own the Cannon Beach Bakery and was a fitness manager at a local gym before joining UPS 19 years ago. After working in the office, he became a driver in 2008. Since the coronavirus pandemic, Brady has seen a dramatic increase in packages to be delivered. His fitness watch clocks 38,000 steps — almost 20 miles — a day. While his job is physically demanding, Brady still takes time for “three-minute conversations” with his customers and distributes treats he keeps in his truck to local dogs. Campbell, who receives packages regularly, calls it the “David experience.” Brady said he has been offered easier routes, but he considers this route his home. “I love all my customers,” Brady said. “I love them all.”

Bobian: Has worked in veteran services in Josephine and Jackson counties

Continued from Page A1

The goal was to expand outreach to the county’s more than 3,600 veterans and help make the agency’s social services, such as housing assistance, more accessible. About a dozen people, including veterans and state Sen. Betsy Johnson, D-Scappoose, shared testimony in favor of awarding the contract to Thomas. More than 30 people applied for the position under Clatsop Community Action, including Thomas. He was a finalist for the post. Viviana Matthews, the executive director of Clatsop Community Action, said Bobian has experience working with a diverse population of veterans. “The most important thing was the outreach piece. And he was able show how much outreach he has done,” she said. Matthews said Bobian will learn about all the services the agency offers and will work closely with case managers. “If somebody qualifies for our

services because of their income, they will be referred to us right away and he will be able to speak about our services to the veterans who qualify for our services,” she said. Bobian has worked in veteran services in Josephine and Jackson counties since 2017. When the position opened in Clatsop County, he said he couldn’t pass it up, since he considers Astoria his hometown. While in the Coast Guard, Bobian spent more than four years stationed in Astoria. He transferred to Alaska, but eventually came back and spent more than three years working as a brewer and bartender at Buoy Beer Co. while attending the Marine and Environmental Research and Training Station program at Clatsop Community College. His fiancée is also from the area. “One of my main goals is to be able to serve the community in which I served both in the military and out of the military, and give back to the community,” Bobian said.

County reports new virus case

The Astorian

Clatsop County reported Monday that a woman living in the northern part of the county tested positive for the coronavirus. The woman is in her 20s and was reportedly recovering

at home. The county initially reported two new cases, but clarified that one of the cases involved a woman outside the county. The county has recorded 91 cases since March 23. Eight-four have recovered, accord-

ing to the county, and the others were convalescing at home. The Oregon Health Authority reported 23,451 cases and 388 deaths from the virus statewide as of Monday morning. The health authority tracked 4,237 test results in Clatsop County.



SUZANNE WEBER
for STATE REPRESENTATIVE

Website: www.weberfororegon.com
Phone number: (503) 994-0164
Email address: suzanne@weberfororegon.com

SUZANNE WEBER WILL BRING OUR COMMON SENSE BACK TO SALEM

Hats Off to You, Jack

Jack helped more than 80 local business owners navigate the Small Business Administration’s Paycheck Protection Program, securing nearly \$15 million in lending.

You truly are a Partner for Business!

LEWIS & CLARK
BANK
PARTNERS FOR BUSINESS.™

Lewis & Clark Bank Astoria | 988 Commercial Street



Jack Ficken
VP/Relationship Manager,
Commerical Loan Officer
(503) 298-2330
jficken@lewisandclarkbank.com

Member FDIC
EQUAL HOUSING LENDER