

WATER UNDER THE BRIDGE

COMPILED BY BOB DUKE
From the pages of Astoria's daily newspapers

10 years ago this week — 2011

With the swish, clip, snip of the giant scissors, the Franklin Avenue Bridge was open for business late last week, wrapping up more than a year's worth of construction to make access to a hillside neighborhood above 38th Street safer.

"This is a very important project that we've completed in Astoria," Mayor Willis Van Dusen said at the Friday ceremony. "We're really very proud of it."

The original bridge, built in 1949, was old, tattered and falling apart, so the city brought in project manager Grant Youngren with Northwest Inc. of Vancouver, Washington, to tear it down and build a new one.

WARRENTON — Trying to maneuver your way up through a pack of 375 runners is not an easy thing to do, especially when parts of the trail you're running on are only 2 or 3 feet wide.

But, such is life in the 3-Course Challenge.

The annual cross-country event at Camp Rilea really is a challenge for those who run it — and it doesn't matter if your particular course is labeled easy, moderate or difficult. They're all tough.

Take it from a veteran of two of challenges, Astoria's Gael Marin.

The Astoria senior placed 31st in his first 3-Course Challenge a year ago, finding it tough to move up in a field of 300-plus runners.

The easiest strategy for a top 10 finish? Sprint the first 100 yards, and hope to stay in the lead pack.

That's what Marin did this year, as he managed to stay with the leaders for the entire race, finishing fifth out of 375 runners.

CHINOOK, Wash. — "We are here to right a wrong," said Lotsie Holton.

She was one of five of Capt. William Clark's descendants who helped carry the 750-pound canoe through a passageway of onlookers assembled at Chinook Point. They had all come to see the Chinook Nation regain what was stolen by the Corps of Discovery more than 200 years ago.

Saturday's gifting of the replica canoe, christened Kthlmin by tribal councilor Tony Johnson, meant much more to the Chinook than restitution.

Kthlmin was the name of a Chinookan chief near Westport who died with no ancestors to carry on his lineage. It is also Chinookan for "moon." The Chinook value each canoe, the most essential survival tool, as much as a family member.

"They took one of our people, as far as we're concerned," said Chinook chairman Ray Gardner.

"This is probably one of the most honorable gestures made to our people in more than 200 years," added tribal secretary Peggy Disney, a Clatsop tribal member.

ILWACO, Wash. — Douglas Knutzen and Beth Slade didn't hesitate.

A mariner was trapped inside his capsized Miss Brittany near Cape Disappointment.

Knutzen heard cries from the vessel's captain, Rob Greenfield, who was trapped in the engine room.

They made the decision to saw through the hull to get him out.

It took four chain saw chains and 15 minutes of cutting.

"He was ready to come out," Knutzen said. "He popped out like a jack-in-the-box."

A decade later, Knutzen, of the Pacific County Technical Rescue Team, was honored for his heroism. Wednesday he received the U.S. Coast Guard's Silver Lifesaving Medal.

50 years ago — 1971

Longshoremen and shippers resume negotiations today in the West Coast dock strike, after the intervention of President Richard Nixon.

Negotiators have agreed to seek an agreement by the end of this week, Nixon announced after a meeting with opposing factions Saturday in Portland.

A walkout July 1 of 15,000 International Longshore and Warehouse Union members shut 24 ports from San Diego to Seattle. The strike has cost millions of dollars in wages and other losses.

The strike has probably cost Clatsop County individuals, businesses and the Port of Astoria in excess of \$2 million in direct loss and if it continues much longer may force an undetermined number of loggers out of work.

GARIBALDI — For more than 100 years the strange markings on rocks found near Neah-Kah-Nie Mountain on the northern Oregon Coast have conjured visions of buried treasure in the minds of weekend archaeologists.

Chief among them have been Donald M. Viles, a Garibaldi print shop owner, and M. Wayne Jensen Jr., a Tillamook mill worker. After some 15 years of digging the rocks and pondering their cryptic scratchings, they believe they have found their treasure.

It is not, as they had hoped, a treasure in gold and silver from galleons and pirate loot, but one



Tony Johnson, of the Chinook Nation, describes the significance of the new canoe to the audience gathered for a dedication ceremony at Fort Columbia State Park in 2011.



An Astoria Public Works employee controls traffic during a dedication ceremony for the rebuilt Franklin Avenue Bridge in 2011.

of historical significance which they hope nonetheless to convert to cash.

Viles says he has concluded that the markings were left by Sir Francis Drake, the British sea captain who in the late 1300s explored the West Coast of North America.

Viles believes the rock markings amount to a surveyor's claim to the coastline.

And he says he will ask the state for \$50,000 for efforts expended in tying the discovery to the country's bicentennial celebration in 1976.

75 years ago — 1946

Nicolai Mountain, the highest peak in northeastern Clatsop County, will become a fire lookout station for the state forestry department next summer.

State forest crews are busy this fall building a road to the mountain, utilizing old logging railroad grades leading south from U.S. Highway 30 near the Bradwood junction.

At present the forestry department is operating fire lookout stations on the summits of Saddle Mountain, Wickiup Mountain and Green Mountain south of the Nehalem River.

Ten steel barges, the first of a fleet of almost 30 to be towed from San Pedro, will arrive in the Columbia River Saturday for conversion in hauling from between Pasco, Washington, and Astoria.

"We will operate the barges wherever there is business," G.B. Gronvold, vice president of the Inland Navigation company, announced today.

Gronvold said that a number of the barges had been purchased by other companies and several by private individuals. They were sold to the highest bidder at San Pedro.

The company conducts a common carrier barging business between Portland and Pasco, but by next year the upstream terminal will be advanced to Lewiston, Idaho, on the Snake River, Gronvold said.

Gronvold declared that the company would proceed to expand its barging operations as soon as the new crafts could be converted into carriers of wheat, petroleum and other ports.

Shortage of longshoremen and sailors is hampering restoration of normal shipping conditions in the Astoria port district.

Owners of the steam schooner Oliver Olson have not been able to obtain a crew for the ship after the sailors' strike. She remains partly loaded.

Delay in getting a crew has held up sailing of the Paducah Victory from Bradwood. While waiting for seamen, the ship has picked up an additional 2 million feet of lumber, which gives her the largest cargo of lumber leaving the port district.

The local longshoremen's hall reported that the Colum-



An obstacle 3-feet deep, the mud pit on the 3-Course Challenge caused runners to slow down or even slip and fall in the murky water in 2011 at Camp Rilea.



One of three girls' races takes off at the 3-Course Challenge at Camp Rilea in 2011.

bia and Willamette rivers were 33 gangs of longshoremen short Friday for the day shift. Astoria was five gangs short.

At Westport the freighter Robert M. Hunter is to finish taking lumber tonight. Another lumber carrier is ready to move in. She is the J.P. Bradley, which will load 1.4 million feet.

Loading of 1,400 tons of flour on the Donald Macleay will begin at the port docks Sunday. She arrived Friday, but was not able to get a loading crew.

The Clatskanie American Legion Drum Corps today faced prospects of competing for the American Legion Drum Corps Championship in San Francisco without its ceremonial pants.

When the 24-man corps and their director, Ed Dear, of Clatskanie, boarded the train for San Francisco, they were without their white wool serge pants. The Clatskanie drum corps uniform, in addition to the missing pants, consists of an American Legion battle jacket and an overseas cap.

Somewhere between Clatskanie and New York, the pants were flying west, according to the unhappy merchant who ordered the trousers from New York.



Strike-idled ships sit in the Columbia River in 1971.