

CONTACT US
ewilson@dailyastorian.com
(971) 704-1718

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IN ONE EAR • ELLEDA WILSON

OLD ROSE



Old Rose the cow was a terror, **Minnie Belle Rhoades Goodpasture** (1870 — 1956) recalled in her childhood memories of pioneer life in **Pacific County**, Washington, but Rose was no match for Minnie's quick-thinking mother, **Catherine M. Parrott Rhodes**, "a brave little woman."

"One Fourth of July afternoon she took us for a walk on the beach and to see if father's boat was in sight," Minnie recalled. "She was expecting him home from the oyster grounds, where he had gone the day before."

"We children were playing on a sand dune, when we heard mother call. Looking up, we saw her motioning excitedly. We ran to her ... (and) she pointed toward the north where a band of wild cattle, headed by a renegade, Old Rose, was coming toward us."

"Snatching off her apron, mother threw it about Janie, whose red dress, she feared, would excite the herd. In doing this, she felt something in the pocket and investigated, to find a bunch of firecrackers and a block of matches left from the morning's celebration."

"Without hesitation, she lighted the crackers and tossed them at the cattle, now almost upon us. The scheme worked, and the cattle, as frightened now as they had been fearless an instant before, turned and fled." Why? "They had been shot at so often that they were gun-shy."

Minnie, her parents, some of her nine siblings, her daughter and her husband, **Frank Gerald Goodpasture**, are all buried in the **Bay Center Pioneer Cemetery** in Bay Center, Washington.

HARBINGER



A story in **The Daily Morning Astorian** on **March 24, 1885**, was a harbinger of things to come.

On March 23, when M. Conley was lighting the street lamps on the corner of what are now Commercial and 11th streets, a puff of smoke and flames in the office of nearby **Bain's Planing Mill** caught his attention. The fire alarm was sounded immediately.

Within a few minutes, "over 1,000 people were on the ground." The fire quickly covered the front of the wooden building, and a hotel next door was at imminent risk.

Circumstances worked against Astoria's fire department. It was dead low tide, so they couldn't easily access water to put out the blaze. Then the hose burst open in several spots. Eventually, they got three streams of water going, but even so, there was no saving the mill, and the fire was advancing.

Within half an hour of the fire starting, the whole city was illuminated, the mill and hotel were lost, and the flames jumped to a house, the Baptist Church and another building.

"Everyone lent a willing hand, and by the most strenuous efforts the fire was kept within bounds," the newspaper reported. "... A breeze sprang up from the northeast, and sent clouds of cinders and half burned shingles flying over the roofs far beyond the new schoolhouse. Every roof had men posted on it, wetting it down and ready to put out the first brand that fell ..."

An hour and a half after the fire started, it was essentially out. The city was safe. The conflagration turned out to be arson, and those who lost their homes or businesses were all underinsured.

The lessons offered here were that cisterns were needed for fires at low tide, and that "it is poor economy to have rotten hose bursting under no more than ordinary pressure." Whether or not they fixed those problems was moot: An enormous out-of-control fire ravaged Astoria in 1888. They were just lucky, this time.

NO DEAL



Last May, this column ran a story, "The proposition," about **Bill Nix's** proposal to use urban renewal money to put the 1,069 foot long aircraft carrier **USS Kitty Hawk (CV-63)** at the **Port of Astoria** to be used as museum, cultural event center and tourist attraction.

"We must consider the economic impact by the prospective 325,000 visitors annually, or 890 daily to Astoria," Nix said. He had a point, and a decision from Astoria was a matter of some urgency, since the vessel had been docked at the Puget Sound Naval Shipyard in Bremerton, Washington, since 2009, and was scheduled to be scrapped.

The Ear recently discovered that the Kitsap Sun reported in January that the USS Kitty Hawk, which had participated in combat operations during the wars in Vietnam, Afghanistan and Iraq, had begun her 16,000 mile journey around the tip of South America (she can't fit in the Panama Canal) to her final destination, International Shipbreaking Ltd. in Brownsville, Texas, to be scrapped.

Adding insult to injury, @NavalInstitute offered this on Twitter: "... Built for \$264 million in 1961 (\$2.5 billion in 2021), the Kitty Hawk was sold to the scrap company for the bargain price of 1 cent. For another penny, the company also got USS John F. Kennedy." What a shame.

ALMOST SHANGHAIED



Felony rerun: Court note from **The Daily Astorian**, **May 11, 1883**:

• A petition is being circulated, asking the governor to pardon **William DeLashmutt**, who was sent to the penitentiary from this county last January for an alleged attempt to shanghai a gentleman of leisure named **James Cannon**.

Note: Earlier in 1883, DeLashmutt, owner of the **Ford Saloon** on Ninth and Bond streets, "... feloniously, and without lawful authority, forcibly seized and confined, and kidnapped James Cannon with the intent to cause James Cannon to be sent out of the state of Oregon against his will ..."

DeLashmutt's "spirited defense" didn't save him from serving time, and the petition to pardon him failed, as well. Overall, he spent three years in the state penitentiary. (*In One Ear*, 5/11/18)

ARE YOU HAPPY?



No surprises here: **Finland** is ranked the world's **happiest nation** for the fifth year in a row by the World Happiness Report, according to Yle.fi

The annual report is the result of a survey organized by the United Nations Sustainable Development Solutions Network.

In fact, all of the Nordic countries were in the top 10: Denmark was second, Iceland was third, Sweden was seventh and Norway was eighth.

The high rankings were, in part, credited to "strong social cohesion, excellent work-life balance and free education and health care." Another happiness factor was citizens trusting each other and their governments. For Finns, time spent outside was an important component.

The U.S. came in at No. 16 on the list. At the very bottom, at No. 146: Afghanistan.

TELL THE STORY



Zachary Stocks was featured on KGW's "Expressions in Black" recently. He lives in Astoria, "the greatest small town in America."

In case you don't know him, he's the **executive director** of Oregon Black Pioneers. He is also a **ranger** for the National Park Service and a **historian**, concentrating on 18th and 19th century America, especially **African American history** and the pioneer migration to the West.

"If you tell the story of Oregon, and you don't include the experiences of people of African descent, then you didn't tell the story ...," Zach told the interviewer.

"People are surprised to learn how deep Black history runs in Oregon. That's always at the forefront of my mind. If we don't share these stories, who will?"

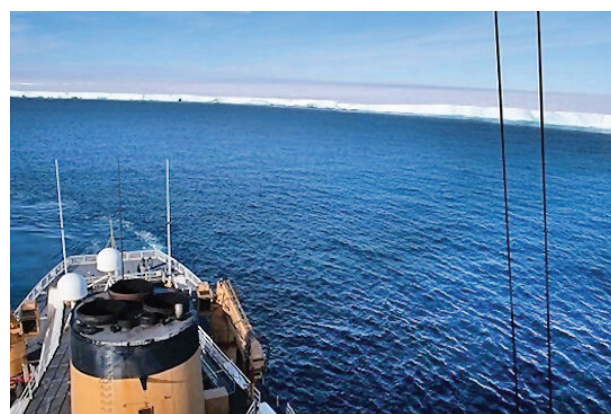
"One of the things I didn't know before I started working here (at Lewis and Clark National Historical Park) is very much about **York** ... the only person of African descent who was on the **Lewis and Clark Expedition**. York's status on this trip was someone without any civil rights, without any privileges in the U.S."

"... From literally the first day, the first footsteps of non-Indigenous peoples in this place we call Oregon, Black people have been a part of these communities, and they contributed to the development of those places."

He also spoke of **Moses Williams**, a decorated Buffalo Soldier, who was in charge of building new batteries at **Fort Stevens** in the 1880s. "... When he retired, he was the only enlisted soldier stationed at Fort Stevens ... But nonetheless, today, very few people even know his name."

"I guess I just want to be remembered as someone who cared," he added. "Someone who took the time to learn my history. Someone who took the time to appreciate the settings around me, and bring all those things together, and share them with other people."

LEGACY OF EXPLORATION



On March 17, the U.S. Coast Guard website MyCG announced that the 400-foot **Polar Star** set a new **Guinness World Record** for reaching the **southernmost navigable region** on earth on Feb. 17, in uncharted waters off the coast of **Antarctica**, and 500 yards from the edge of the **Ross Ice Shelf**.

The previous southernmost record-holder was the Russian ship, Spirit of Enderby, and before that, the record was held by Polar Star's sister ship, Polar Sea. Last year, the Polar Star also reached the northernmost point on the globe under the same commanding officer, **Capt. William Woityra**.

"The crew of Polar Star is proud to follow in the footsteps of legendary Antarctic explorers like (Ernest) Shackleton, (Roald) Amundsen, and (Richard) Byrd," Woityra said. "Even today, more than a century later, we carry on that legacy of exploration, reaching new places, and expanding human understanding of our planet." (Photo by Petty Officer 3rd Class Diolanda Caballero/Coast Guard)

COMING HOME



The **Lightship Columbia** is back in the water at Diversified Marine Inc. (in Portland)," the **Columbia River Maritime Museum** posted in a Facebook update. "The final phase of blasting and top coating the deck is underway." Expected home this month, she is shown, courtesy of the Maritime Museum.

"Once back in Astoria, the lightship will be at **Tongue Point** for a few weeks to allow completion of some final work, including installation of a new gangway" to provide access during extreme tides.

"Before the lightship is returned to her customary spot at the museum, the **large navigation buoy** (also being restored, by Astoria's WCT Marine & Construction Inc.) will be situated in ... front of the bow of the lightship, with the Columbia moored directly behind it." There's no doubt about it, they will be a grand sight at the 17th Street Dock.