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IN ONE EAR • ELLEDA WILSON

LOVE TOKEN



Since my heart attack I haven't been able to detect like I use to," metal detecting enthusiast **Don Kelly** wrote on Facebook. "I've been out twice since, and each time I last about 30 minutes before I'm wiped out.

"I decided to try a trail at an old city park. In years past, I've found several old coins and jewelry in this old park. Back in the old days, they use to have large gatherings at this park as they celebrated the 100th year of Astoria being founded.

"After a couple of holes, I dug near a large tree on the trail; I was expecting to find an aluminum can, as I've found a lot of trash in this area in the past. As I dug down about 8 inches, I saw something shiny in the hole.

"As I pulled it out, I knew right away it was a love token because I've found another one years ago. These love tokens were popular from 1850s to the 1890s. This seated quarter dollar is unique, and was made into a brooch, but the pin was broken off.

"As I flipped it over, I was surprised to see the year 1857 (two years before Oregon became a state). This coin was in pretty good shape when it was altered."

"I wasn't out there for (long)," he added, "and my body told me to head for home. The detector gods must have missed me, and welcomed me back on this day! Happy trails!"

'A WEALTH OF DATA'



At 5:36 p.m., on Good Friday, **March 27, 1964**, a 9.2 subduction zone earthquake struck south-central Alaska. It was the largest earthquake in U.S. history, and involved the undersea Pacific Plate being overridden by the North American Plate.

The quake made Seattle's Space Needle sway, and caused the earth to "ring like a bell" the U.S. Geological Survey says, and was followed by thousands of aftershocks.

The National Oceanographic and Atmospheric Administration reports that the ensuing tidal wave caused over \$2 billion in damage along the length of the Pacific Coast. Wave heights peaked at 220 feet in Alaska; and in Oregon, 12 feet, NOAA deduced, yet locals in Cannon Beach actually described a "30-foot wall of water."

But the U.S. Geological Survey noted that the catastrophe also provided "a wealth of data" about subduction zone earthquakes, their hazards, and their connection to tsunamis. "The leap in scientific understanding that followed the 1964 earthquake has led to major breakthroughs in earth science research worldwide over the past half century." (Photo of Seward Highway: U.S. Army)

WE WERE SAILING ALONG ...



An incident in Michigan made it to the DailyMail.co.uk when three ice fishermen decided to go camping overnight on **Saginaw Bay** in a homemade **fishing shack**, even though they knew a big storm was coming.

The next morning, someone onshore spotted one of the men struggling with the shanty as it was skidding across the ice in 50 mph winds and called dispatchers. Deputies, who arrived with an air boat, found the shanty about **1.5 miles offshore**. Happily, the three men sitting inside were no worse for the wear, despite the fact that the bay ice was no longer considered safe.

"These guys had no business being out there today," one local said. There was no comment from the unidentified, and probably very red-faced, trio. (Photo: Huron County Sheriff's Office)

ALONG THE WATERFRONT



A description of an hour's stroll **along Astoria's waterfront** in *The Daily Morning Astorian*, **March 31, 1887**:

... Sail and steam craft of every tonnage, whether at rest or in motion, were everywhere visible. Beginning at the extreme upper end of the O. R. & N. dock was to be found the stanch old side-wheeler **Ancon** ...

Out in the stream, lay the British ship **Pomona**, loaded to the Plimsoll mark with wheat to feed the London folks breakfast. Farther ... two other vessels, waiting to load grain and lumber, the **Sir Henry Lawrence** and the **Swansea Castle**, and coming into port with a low moan, is the steamship **Oregon** with freight and passengers from Portland ...

Just below her lies the **Columbia**, a **sister steamship** just in from San Francisco. Out from her black iron side opens red painted gates and a score of men roll out ... freight of all kinds, goods and material ... and at the other end, the mate of the **outgoing vessel** starts his men to putting aboard salmon and oysters ... Soon the one swings on her way up stream, and the other goes out over the bar to San Francisco.

Far down toward the bar is a coil of smoke and the outline of hull gliding toward the cape; it is the **Olympian** going to San Francisco ...

Gliding up in tow of the **Ocklahoma** comes an unusual but ever welcome sight, an American ship ... the **Wm. H. Starbuck** going to dock and discharge her New York cargo. Out beyond her lies the **Lady Isabella** ... and the **Cockermouth** with 7,000 boxes of English tin aboard ...

Presently a **river steamer** glides alongside, the anchor comes up, and the bark moves slowly past the other vessels on her way to Portland ...

Alongside Main Street wharf lies another English bark, the **Scottish Knight**, with 1,150 tons of coal from Australia ... And farther toward the west lies the **Gen. Miles**, one of the vessels that makes Astoria the distributing point of a wide area ... Farther along lies the brig **Courtney Ford**, bound to Alaska, the real and only "far West" that now remains in the American frontier.

Brigs and barks and ships and steamers lie close together in port, and diverging at the mouth of the river, fly to the ends of the Earth. (Full story at <https://bit.ly/AstoriaDocks>)

KIRKWOOD DOWN

The Daily Morning Astorian, on March 31, 1885, mentions that the previous Saturday, **Capt. Amlot** brought the steamer **Barrowmore** in with an 16 extra souls aboard. They were the captain and crew of the **Kirkwood**, who had narrowly escaped death.

Several days before being rescued, another steamer had come across the Kirkwood, which was dismasted. Her captain inexplicably refused help, despite the fact that the crew was continuously, and frantically, pumping out water.

When the Barrowmore found the Kirkwood, even the lifeboats had been swept off the decks, a horrific gale was blowing, and the by-then desperate crew signaled Capt. Amlot for help.

Despite the wind and raging seas, Capt. Amlot sent several men after them in the steamer's lifeboat, but they could not get close enough for a rescue, as "the sea was breaking over the Kirkwood, and tossing her about like a straw."

The seas were so rough that those left aboard the Barrowmore kept losing sight of their comrades in the lifeboat in the deep troughs of the waves.

The solution? Large amounts of oil were poured onto the sea's surface, which calmed the waves enough for the lifeboat to make a closer approach. Then the lifeboat crew were able — using a line and a lifebuoy — to rescue the desperate men, one by one.

Capt. Amlot already had several awards for saving lives at sea, and undoubtedly received another for saving the captain and crew of the Kirkwood.



LIGHTING THE WAY



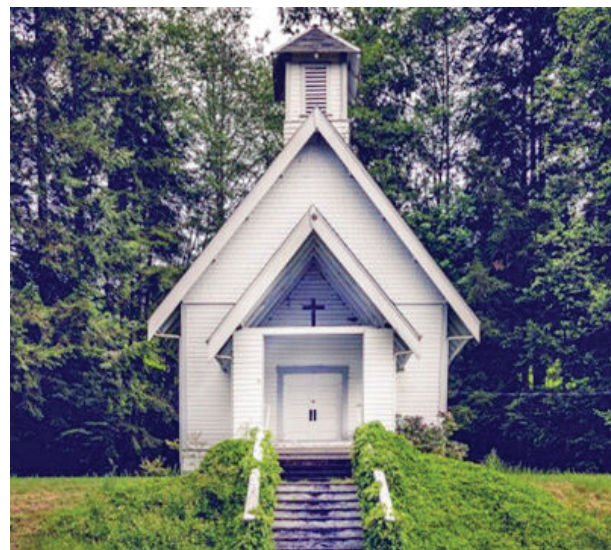
Kujihana Lighthouse, in Toyama Prefecture, Japan, has a new role: It's a "fully functional" **tsunami evacuation shelter** on the **Sea of Japan** coast, Mainichi.jp reports. The lighthouse is almost 90 feet tall; its foundation is 13 feet above sea level.

In addition, the 9th Regional Coast Guard installed the first device of its kind, which makes the exterior lighthouse lock box (where the door key is kept), open automatically once it receives a signal from the emergency warning broadcast system.

It's a tough escape route, since there are 123 steps inside, and no emergency supplies in the building. Even so, the lighthouse could temporarily shelter 80 to 90 people. But can a reinforced concrete lighthouse withstand a tsunami? Time will tell.

On the bright side, the last tsunami fatalities (there were four) on the Sea of Japan coast were in 1858. (Lighthouse photo: 9th Regional Coast Guard)

WHERE IS VESPER?



The Daily Morning Astorian, **March 31, 1886**, mentions that 18 citizens were not able to vote because of a glitch, and one of the precincts mentioned in passing was **Vesper**.

Vesper? The Nehalem River passes through this unincorporated area in Clatsop County, which is near Birkenfeld and the Columbia County line.

The town was named and settled by an Irishman named **William Johnston** who, with his family, settled there in 1876 and built the town's first church using local lumber. In the winter of 1879, he opened the town's first post office, and was the first postmaster.

Vesper was initially cut off from the rest of the county to the west by land, and was only accessible by ferry on the Nehalem River. In 1901, a 42-mile county wagon road was built to Vesper, and in 1908, the road was restored to make it suitable for automobiles. Now the road through Vesper is state Highway 202. The first bridge in Vesper across the Nehalem River was built in 1915.

If you look at a Google satellite map, there doesn't seem to be much left of the original Vesper, which is in the Clatsop State Forest. However, there is the winding Old 77 Vesper Lane, if you dare, and still standing is a small, wooden, often-photographed 1915 church. (Photo: Flickr/ Tony Webster)

NO, THANKS



Fool-ish rerun: **Micha Cameron-Latteck**, one of the owners of **Street 14 Cafe**, sent out a bulletin proclaiming that a "very limited edition" of local **sea lion coffee** would be available, starting **April 1**.

The idea is inspired by **Kopi Luwak**, i.e. civet coffee (\$100 to \$500 a pound), which is processed from coffee beans which have been digested by, and pooped out by, the weasel-ish looking Asian/African mammals.

The Astoria coffee shop has supposedly created a brew with "a local North Coast twist on this delicacy" by adding "some of the finest coffee cherries to (the sea lions' very diet," and then collecting the pinniped-poop beans for processing.

Micha's advice: "We invite you to try this delicacy black, with no sugar or milk added." (*In One Ear*, 4/11/14)