

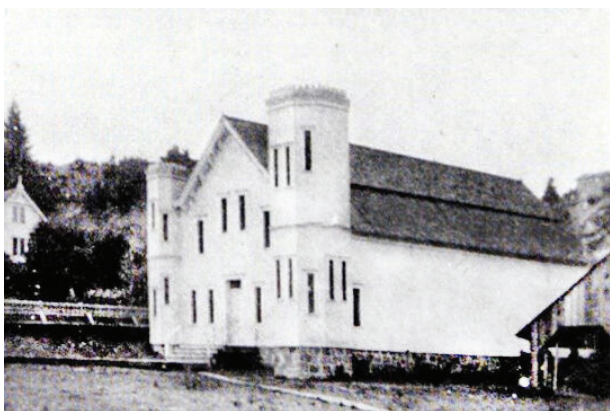
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IN ONE EAR • ELLEDA WILSON

'A MONUMENTAL FAILURE'



The **Daily Morning Astorian**, on **June 16, 1885**, reported a **jail break**.

“At an early hour Sunday morning, five of the prisoners in the county jail got out of that place, went down to the Astoria Packing Co., took Pete Anderson’s fishing boat and got away.”

The men were led by the notorious Frank Clark, the “Lone Star Fisherman,” Matt Clifford, who was in for larceny, and George Smith, George Thompson and Jonathan Chambers, in for larceny and vagrancy.

“The only reason the remainder of the prisoners didn’t get out is because they didn’t want to,” the paper stated.

The manner of escape was a bit convoluted. Clark burned a hole in his cell floor and dug out two boulders, which he wrapped in a blanket. Using leverage, a noose and the boulders, he sprang a metal bar that held the doors closed, and they were off.

“The outside doors offered little resistance, and with little additional effort the gang got their freedom ... If the sheriff and his deputies are expected to keep prisoners, they ought either be furnished with a place that cannot be opened with a toothpick to keep them in, or else given a guard. As it is, the thing is ridiculous.

“The only first-class feature of that ‘jail’ is the price it cost. With a little addition-expenditure it could be turned into a good \$16,000 chicken coop (\$482,000 now), but as a jail it is a monumental failure.”

CAPTAIN WHO



HD Hyundai announced that their “ultra large” 981-foot natural gas tanker, **Prism Courage**, is the first large ship to be completely under **autonomous control** during the last half of a 6,200 mile, 33-day **Pacific Ocean passage**, **NewAtlas.com** reports. The voyage went from Texas, through the Panama Canal, then crossed the ocean to Korea.

The autonomous navigation system, **HiNAS 2.0**, navigated the vessel and looked for the best routes and speeds, using Hyundai Global Services’ Integrated Smartship Solution artificial intelligence, which also compensated for weather and wave heights, and could change directions and avoid ships in real time.

While sailing autonomously, the captain and a small crew only needed to monitor the system. The ship was also monitored by the American Bureau of Shipping and the Korea Register of Shipping. The trip had some impressive results, with fuel efficiency increased by 7% and greenhouse gas emissions reduced by 5%. And, the system located and avoided other ships over 100 times. The human captain was impressed. (Photos: HD Hyundai)

NO REPRIEVE



There was no last-minute reprieve for the aircraft carrier **USS Kitty Hawk (CV-63)**, which was, at one time, proposed by Bill Nix as a museum attraction for the **Port of Astoria** to save her from being scrapped.

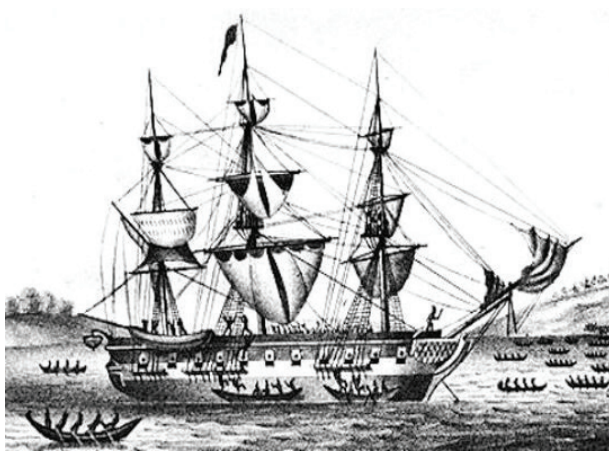
She left Bremerton, Washington, on Jan. 15 to head to International Shipbreaking Ltd. in Brownsville, Texas, **USNINews.org** reported. Upon her arrival on May 31, she was greeted by a large crowd standing along the shoreline, and several boats, as she headed for her final berth. A screenshot of her approach is shown.

The actual dismantling is supposed to begin in July, and end in December 2023.

James Melka, a former Kitty Hawk sailor who also tried to turn the ship into a museum, said last year that he planned to watch both the Bremerton departure and Brownsville arrival. He, along with many others, was disappointed she could not be saved.

“Watching the Kitty Hawk, there will be a lot of tears,” he told **UPINews** at the time.

THORN’S FATAL MISTAKE



Lt. Jonathan Thorn, commander of **John Jacob Astor’s** trading vessel **Tonquin**, took the ship to **Woody Point**, near Vancouver Island in British Columbia, to trade with the Indigenous people there on June 14 and June 15, 1811.

An account by Peter Corney, mate on the London schooner **Columbia**, claims he heard the story from “the governor of the fort at Columbia River (aka Fort Astoria), and the ... natives.”

His account says trading was initially brisk at Woody Point, but on the next day, the crew was worried. Thorn had let too many men on board, outnumbering the crew, who felt the visitors had “hostile intentions.” Thorn ignored the warnings. (Another account mentions that Thorn had insulted the chief at the beginning of the negotiations, and that the crew had been told of an impending attack.)

Thorne belatedly realized his mistake and ordered four men to climb the masts to set sail, and others to haul up the anchor. In the meantime, the visitors pulled out long knives hidden in their hair and killed most of the crew, including the captain. Eventually, the attackers were forced off the ship by the four men who had been in the rigging, three of whom then took a longboat in an attempt to reach the Columbia River. They were driven ashore by the weather, found and killed.

The fourth man, a blacksmith, although wounded, stayed aboard. After laying a trail of gunpowder to the ammunition magazine, he invited the men back aboard to take whatever they wanted, then he set fire to the gunpowder and jumped overboard before the ship exploded. This version of the story ends with him being rescued by men in nearby canoes, saved because the tribe valued his skills.

Another version says the blacksmith, actually an armorer, died in the explosion, as did around 200 of the natives, and the sole survivor was a half-Chinook pilot and interpreter who had several names: Lemazz, George Ramsay and/or Joseachal. During the battle he surrendered to a native woman, begging to be her slave. His freedom was eventually bought by friends, and he told his story to writer Gabriel Franchère.

GOONDOCKS CHATTER



An intriguing bit of **Goonies** lore was posted on **The Goonies 35th Anniversary** Facebook page by **Kenny Nix**: A teeny-sized and blurry film clip originally on TikTok showing “the ending after the ending” — the **Goonies**, the day after saving the **Goondocks**, talking about what they are doing next, introduced by **Paul Johnston-Naylor (@gooniedad)**. And the answers are:

“Motor City,” **Data (Ke Huy Quan)** said. “My dad’s going to be a shipping clerk at the Detroit radio plant.”

“My dad wants to stick around the San Andreas fault,” **Mouth (Corey Feldman)** explained. “He says there’s going to be a lot of plumbing action there some day.”

“My dad’s taking us to New York,” **Chunk (Jeff Cohen)** announced. “C’mon Big Guy (talking to Sloth (John Matuszak)) ... My dad thinks he can get the Big Guy a job with the Rangers as head goalie. My big brother.”

“My dad’s taking us up to Canada,” **Stef (Martha Plimpton)** told the others. “He says we’re going to stay wherever the mackerel run.”

“We’re not sticking around, either,” **Andy (Kerri Green)** added. “Daddy’s moving his legal practice to Boston, and sending me to Sarah Lawrence.”

“We don’t have a plan yet,” **Mikey (Sean Astin)** revealed. “My dad just stares at stuff. So we’re going to move in with my grandmother until we can get one end to meet the other end, whatever that means.”

Most would say they’re glad this clip never made it into the film. The original, upbeat ending, would be hard to top.

So where does this film clip come from? “This footage, and several other clips,” **Astin** explained, “were archived and originally digitized and shared two years ago by **Mark Marshall**, production assistant on the film.

WHO’S YOUR MAMA?



What do you do to convince an orphaned baby owl to eat? If you’re the **Wildlife Center of the North Coast**, you get creative, and use a stuffed owl toy as a parental fill-in.

“This little volunteer is helping us test out some new biosecurity protocols so we can safely help more wildlife,” **Josh Saranpaa**, the center’s executive director, wrote on the wildlife center’s Facebook page, accompanied by a little film clip of a baby owl gobbling his dinner while staring intently at the toy “mama.”

“As we get new systems in place, we’ll be able to intake additional species, so please still call us with all wildlife emergencies for the most current admission policies.” The phone number is 503-338-0331.

Baby owls eat the same things as adult owls — small rodents, insect and baby birds — the difference being their food is shredded into tiny pieces by their parents, according to **BirdwatchingUSA.org**

“If you want to help,” **Josh** added, “we’re in need of disposable **Clorox** wipes and puppy potty training pads for our quarantine setup. Thank you for all of your support!” Donations are always welcomed, too, at **coast-wildlife.org**

LATE BLOOMER



Astoria’s wayward sailor, Russian immigrant **Rimas Ameleshyus**, in his 60s, made several bungled attempts to sail across the Pacific, and dreamed of circumnavigating the globe. You had to admire his gumption, and he might actually have got ‘er done, if only he’d bothered to learn how to sail.

The glory goes to **Kenichi Horie** who, at 83, has been declared the oldest person to make a **solo non-stop Pacific Ocean crossing**, from San Francisco to Japan, the Associated Press reports. Apparently, he is none the worse for the wear after 69 days at sea. He brought medicine with him, but only needed eye drops and some plasters.

The intrepid sailor already has one record: In 1962, he became the first person to successfully complete a solo nonstop sail in the opposite direction, from Japan to San Francisco. And, he sailed around the world in 1974.

His latest voyage, “shows how healthy I am,” he explained. “I’m still in the middle of my youth.” And, he’s not done sailing, either, declaring, “I will keep up my work to be a late bloomer.” (Photo: **Kyodo News/AP**)

SHORT NOTICE



Short rerun: **David Kinman** was alerted by his daughter, **Christina Pickles**, to take a photo of a sunken parking sign next time he was going for a haircut. He took these photos, above, on 10th Street near Duane Street, with **Frank Stewart**, aka Frank the Barber, stepping in to give a height comparison.

The “No vehicles taller than this sign” is only about a foot above the ground. Which leaves one wondering ... are even elves subject to city parking regulations now? (*In One Ear*, 12/23/2011)