

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

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IN ONE EAR • ELLEDA WILSON

SEND HEALING ENERGY



Clatsop County local and father of two, **Cody Blocker**, 25, was injured in a horrific body surfing accident on Aug. 23 while he and his wife, **Megan**, were in Mexico.

"He dove into a wave that hit him with enough force that it broke his vertebrae at C6, and C7, and caused them to slide into his spine, impinging the blood flow," his mother-in-law, **Julie Hogan**, posted on Facebook on Aug. 24. "Cody came up and was able to call for help and was pulled from the water.

"A doctor on vacation was nearby and stabilized him while waiting on an ambulance. Their resort is only a few minutes from a private hospital where they have access to surgeons and spinal cord specialist.

"They performed emergency surgery and removed bone to alleviate compression on his spine and were able to establish blood flow back to that area of the spine ... We are so grateful for the miracles that have already happened, and ... appreciate the outpouring of love and support from our awesome community!"

A GoFundMe page, set up by family friend **Riley Hawksford** of Seaside, is at bit.ly/HelpCodyB. Also, there are donation jars in several Astoria businesses.

Cody has made it safely to San Diego, where it was confirmed that more surgeries are needed. "Thank you," Riley wrote in an update, "for all you have done to get Cody back to the U.S."

"We ask for continued prayers," Julie added, "and sending of positive and good healing energy!"

HAVE BARGE, WILL TRAVEL



Barging rerun: "Katie Rathmell, owner of Pacific Window Restoration, is restoring windows and building sashes for the oldest house in Astoria, the **Hiram Brown**," **Mindy Stokes** wrote. Mindy's photo of Katie is shown, inset.

The house was originally built in **Adairsville** (East Astoria). According to the National Register of Historic Places Registration Form for the Shively-McClure Historic District, **Capt. Hiram Brown**, a prominent Adairsville citizen and bar pilot, finally "lost faith in Col. Adair."

Not only did the captain pick up and move to central Astoria in 1862, he had his entire 1852 Gothic-style house moved, on a barge, from Adairsville to 12th Street, then rolled it to its current location, 1337 Franklin Ave. A plaque on the house says it arrived "without even cracking the wallpaper or breaking a window." (*In One Ear*, 9/2/2016)

DUEL AT FERNHILL



Anugget from **The Morning Astorian**, Sept. 1, 1904: • **John Adams** returned to Knappa yesterday almost fully recovered from the effects of the gunshot wound inflicted by **James D. Brewer** in the duel recently fought at **Fernhill**. No arrests have been made, and it is unlikely that either of the principals will proceed against the other.

Note: Dueling is not against the law in Oregon, even now, actually, but it is discouraged. As stated in the Oregon Constitution, Article II, Section 9: **Penalty for Dueling:** Every person who shall give, or accept a challenge to fight a duel, or who shall knowingly carry to another person such challenge, or who shall agree to go out of the state to fight a duel, shall be ineligible to any office of trust, or profit.

In other words, if you duel, you can forget about a career in politics.

GOOD NIGHT, TILLY

The construction of the Tillamook Rock Lighthouse, aka **Terrible Tilly**, began in October 1879. On Jan. 3, 1881, while the lighthouse was still under construction, the **Lupatia** ran aground on Tillamook Head, killing everyone aboard except the crew's dog. Too late for the **Lupatia**, Tillamook Rock Lighthouse's beacon first shined on Jan. 21, 1881.

Eventually the lighthouse station became too difficult to maintain, and the shipping lanes had moved. On Sept. 1, 1957, the last lighthouse keeper, **Oswald Alik**, wrote these words in the logbook after turning out the light for the last time:

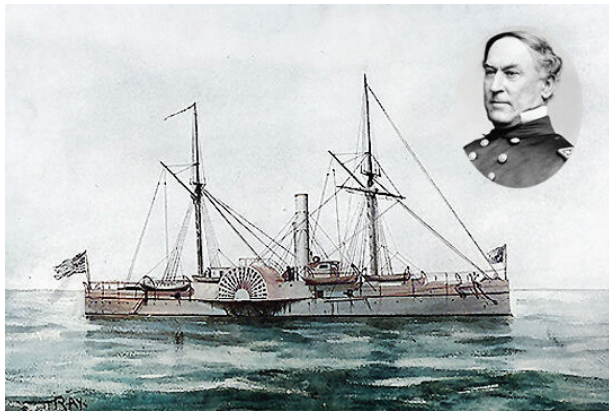
"Farewell, Tillamook Rock Light Station. An era has ended. With this final entry, and not without sentiment, I return thee to the elements. You, one of the most notorious and yet fascinating of the sea-swept sentinels in the world; long the friend of the tempest-tossed mariner. Through howling gale, thick fog and driving rain, your beacon has been a star of hope and your foghorn a voice of encouragement.

"May the elements of nature be kind to you. For 77 years you have beamed your light across desolate acres of ocean. Keepers have come and gone; men lived and died; but you were faithful to the end.

"May your sunset years be good years. Your purpose is now only a symbol, but the lives you have saved and the service you have rendered are worthy of the highest respect. A protector of life and property to all, may old-timers, newcomers and travelers along the way pause from the shore in memory of your humanitarian role."



STAUNCH OLD SHIP



From **The Daily Morning Astorian**, Aug. 31, 1884, a naval history tidbit:

• There is crepe on the lintels in mourning at the Navy department. Our dearly beloved and tenderly nurtured Navy is no more. The **Tallapoosa**, famed in song and story has gone down in 10 fathoms (60 feet) of water. The staunch old ship that has borne presidents and secretaries and their beautiful ladies ... (now lies) with her smoke-stack pointing upwards ... What is to become of our admirals, heaven only knows.

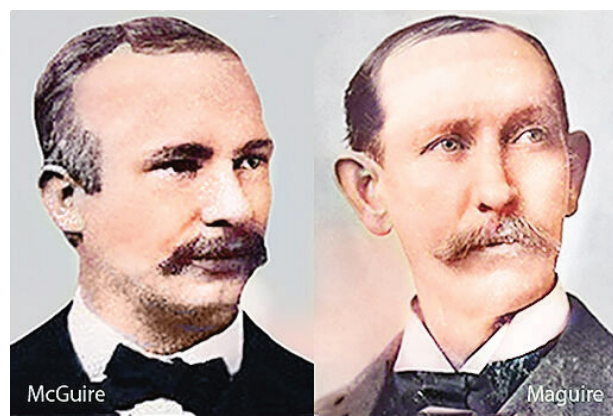
Note: The **Tallapoosa I**, a wooden-hulled double-ended steamer, was launched in 1863. She served as a Southern coast blockader during the Civil War and is pictured in camouflage gray.

In 1870, the warship carried an ailing Adm. David Farragut, the first rear admiral, vice admiral and admiral in the U.S. Navy, to Portsmouth, New Hampshire. Upon arrival, on the Fourth of July, the ship fired a salute. Hearing the guns, Farragut left his sickbed, put on his uniform and walked to the quarterdeck. "It would be well if I died now, in harness," he said. In a month and 10 days, his wish came true.

The incident **The Daily Morning Astorian** is referring to occurred on Aug. 24, 1884, when she collided with the schooner **J. S. Lowell**, and sank off Rhode Island. But that was not the end of her story.

She was raised, recommissioned in 1886, assigned to the South Atlantic Squadron and headed for Rio de Janeiro. In January 1892, she was condemned as "unfit for further service," and sold at a public auction on March 3, 1892, at Montevideo, Uruguay.

LABOR DAY



The first U.S. Labor Day was celebrated on Sept. 5, 1882 (a Tuesday) in New York City, planned by the Central Labor Union. The first state to pass a law to observe Labor Day as a state holiday was **Oregon**, on Feb. 21, 1887. Congress passed the **Labor Day Act**, making the holiday the first Monday in September, on June 28, 1894.

There is some debate as to who the father of Labor Day is. Many believe **Peter McGuire**, a co-founder of the American Federation of Labor, was the first to have the idea, in 1882, of a holiday to honor "the laboring classes ... who from rude nature have delved and carved all the grandeur we behold."

Others think **Matthew Maguire** of New Jersey is the founder of the holiday. While secretary of the Central Labor Union of New York, also in 1882, he suggested having a holiday for laborers.

After the Labor Day Act passed, the Paterson (New Jersey) Morning Call proclaimed that "the souvenir pen should go to Alderman Matthew Maguire of this city, who is the undisputed author of Labor Day as a holiday."

McGuire or Maguire? It's still unsettled, unless you live in New Jersey, apparently. And then there is labor union titan **Samuel Gompers**, who insisted on having the final say in the matter. He thought Maguire was too radical so, when asked, he declared his good friend, Peter McGuire, as the founder of Labor Day.

MISBEHAVIN'



Orcas have been attacking sailboat rudders off the coast of **Portugal**, **SmithsonianMag.com** reports. Just last month five people had to man the life raft when a pod of orcas took out theirs and the boat sank.

Apparently this behavior has been going on there since 2020. Why? There are a few hypotheses, one of which is that it's just juvenile orcas whooping it up. "They are not attacks," **Alfredo López** of Iberian Orca, insists, "they are interactions, that is, killer whales detect a foreign object that enters their lives and respond to its presence, but not in an aggressive way." The rescued five probably wouldn't describe it that way.

And, a **bottlenose dolphin** in **Japan**, who prowls the beaches of Fukui Prefecture, has **bitten several people**, according to the **TheMainichi.com**. One man needed 14 stitches.

"... By the time I noticed it, it was right next (to) me," another beachgoer recalled. The dolphin not only bit him, it wouldn't let go. When he tried to pry its mouth open, the dolphin got on top of him. Thankfully, someone scared it off.

Dolphins pushing swimmers there is not new behavior; biting and lunging on top of them is. There's no explanation for this behavior so far. The beaches close at the end of August, so junior Jaws has plenty of time to sharpen his teeth for next year.

UNIQUE SPACE



With a rather bizarre sense of timing, just a day after the final destruction of Astoria's beloved **Tourist No. 2** ferry, an **Evenues.com** website, seemingly out of nowhere, popped up onscreen touting the "**Historic Boat Space — MV Kirkland**" in **Bremerton, Washington**, renting for \$100 an hour.

As many of you know, **MV Kirkland** was the last name the ferry had, for many years, while she sailed around Washington for **Argosy Cruises** before returning to Astoria. And, her last berth before her Astoria arrival was in Bremerton.

Her advertised as a "unique space," with two floors and a 30-foot ceiling (doubtful at best), the ferry was said to be 200 feet long (not even close) and 100 feet wide (not a chance). "MV Kirkland is a historic, retired Washington State Ferry located in scenic Bremerton Marina. The ferry is currently home to personalized wine tastings, yoga therapy and other celebration events. Available for hourly rentals most days and evenings pending event schedule." Sadly, not anymore.