New publication tells of River People's way of life

Shattered Civilization latest by author George Aguilar

The project of *The Shattered Civilization* will soon be unveiling its pages, published as an Amazon E-Book, depicting our robust way of life of about 250 years ago.

This writing is to reveal how we as River People flourished during those early times.

The documented historical events are to make our people aware of the once powerful civilization of the mid and lower River People of the Columbia River from the years of 1700s to 1855.

The dates and activity of the explorers, Missionaries, traders, trappers, and the documented diaries of the pioneers will be utilized for historical purposes.

In this way are documented the Native River people's way of life and customs of that time.

When the River Ran Wild! was published in 2005. This book received the 2006 Oregon Book Award for Creative Nonfiction, and the 2006 Award of Merit from the American Association for

State and Local History.

The project was well received in the Pacific Northwest. The Museum at Warm Springs is the place to purchase this book. Barnes & Noble, Powell's Books, and Amazon carry the same item.

As of February 21 of this year, the Barns & Noble book store rating system grades *When the River Ran Wild!* at five stars.

As most local people have learned these are voices from out of the past. These stories are yours. Without you the tribal members this project would not have evolved into being.

It was fortunate the Kiksht (Wasco) were put on the same reservation with their allies, the Columbia River Ilkaimamnt's (Shahaptins), and Native Peoples of the entire Pacific Northwest, because this is their story as well.

Many stories of old lie dormant with our elders, and they live as reminiscences to some of those individuals.

It is my hope When the River Ran Wild! and The Shattered Civilization will inspire other elders to take on the task of leaving a legacy for those who are to come.

The Shattered Civilization is a semi-novel inspired by an essay by Jeannette Garcia, a grand-daughter of Chief Billy Chinook.

I'm sure when their information is put to the paper it will be appreciated by the future generations.

For instance, the Amazon E Book *The Shattered Civilization* is a semi-novel inspired by an essay by Jeannette Garcia, a grand-daughter of Chief Billy Chinook.

The script was written longhand on a lined paper with a lead pencil.

Jeannette's story was about her grandfather Billy Chinook.

It was written over a 100 years ago, and remained with the Macey family, Jeannette's grandchildren.

Excerpts of reviews of When the River Ran Wild! from other parts of the Pacific Northwest area:

"A how-to manual for those

who like to resurrect traditional practices. A required read for students on Native American culture."

- Katherine Barber, Portland State University.

"The voices from the past come alive in When the River Ran Wild! A fascinating historical account of how Native Americans lived along the Columbia River. A welcome new perspective on the history of the Columbia Basin, sure to be read and enjoyed for generations to come."

- Jeff Baker, *The Oregonian* book critic.

"The book is almost a spiritual document, because it resurrects a people. It presents their culture and their history as one and the same, a living creature of fact and lore, time and myth... Even a history book as brilliant as Stephen Ambrose's *Undaunted Courage* cannot do what this book does.

Undaunted Courage provides truth as paper and documents have recorded it, but it doesn't breathe history, as does When the River Ran Wild! It can't, because it is from a culture that prefers its history dis-

tant. When the River Ran Wild! does something few can: It presents history as the breath of life itself."

- Dan Hayes, Northwest Best Books.

Excerpt from a letter from Mr. and Mrs. Dell Hymes, Kiksht linguists and Anthropologists:

"We don't know of another book like it."

"All Northwest people can feel a sense of pride at this accomplishment."

- Matt Winters, Daily Astorian.

"If I were a movie producer, I'd buy the film rights to When the River Ran Wild!"

Matt Winters, The Chinook Observer

"The American Association for State and Local History is a national organization that supports and encourages all history projects, and they have pretty high standards. An award from them is something to crow about."

- Marrianne Keddington Lang, editor, Oregon Historical Society

Sea lion problem growing at Columbia

From January through May of last year, sea lions took the largest portion of the spring Chinook and steelhead runs since the U.S. Army Corps of Engineers began documenting sea lion presence and consumption in the Columbia River.

Some 190 sea lions were counted at the Bonneville Dam in 2016. The sea lions ate 9,525 spring Chinook and steelhead, or 5.8 percent of the runs.

The Corps' report says a larger number of sea lions, some 264, were observed at the dam in 2015. But at 4.5 percent of the salmonid runs, the 2015 pinniped consumption of spring Chinook and steelhead was less than in 2016.

Sea lions also eat lamprey and sturgeon. The Corps recorded sea lions consuming 501 Pacific lamprey and 90 juvenile sturgeon in 2016.

A NOAA task force found that hazing sea lions was not discouraging the animals...

Steller sea lions start arriving at the dam as early as January, while California sea lions show up in March and peak in early May. By the end of May, most sea lions are gone, headed to coastal breeding areas.

Some salmonids taken by pinnipeds are protected under the Endangered Species Act, including Snake River spring/summer Chinook.

Earlier this month, a pinniped task force organized by NOAA Fisheries found that hazing sea lions was not discouraging the animals and should end except in the dam's fish ladders. Hazing consists of harassing the animals with gunshot warnings and loud noise.

Exclusion gates installed at fishladder entrances and barrier gates at the second powerhouse's fish channel have deterred more sea lions than has hazing.

According to the Pinniped-Fishery Interaction Task Force, the most successful prevention activity has been the removal of individually identified predatory California sea lions; Steller sea lions are ESA protected, and so cannot be removed.

Since 2008, 166 sea lions have been removed, either by relocation to zoos or euthanasia.

The task force will soon make recommendations to NOAA Fisheries that will be the basis of a potentially new course of action for sea lion removal.

Veterans gathering at HeHe

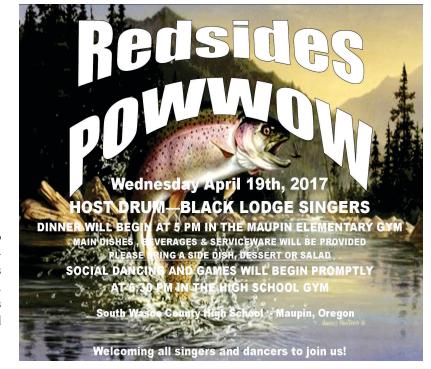
The Veterans and Families Healing Gathering—Honoring the Sixty-Seventh Anniversary of the Korean War—is coming up this month.

The gathering, set for April 27-30, will be at the HeHe Longhouse. The weekend includes healing ceremonies,

speakers, talking circles, men and women sweat lodges, games and kids' activities.

There is no charge to participate. Contributions of food, volunteer time and raffle items are greatly appreciated. For information contact Larsen Kalama at 541-553-3093.

The Museum at Warm Springs is accepting artwork for its upcoming exhibit, *Creativity Explored*. This is a **community art exhibit** showcasing artists who live or work on the reservation, or are married into the tribes. The deadline to submit work is this Friday, April 14 by 5 p.m. Applications and guidelines are available at the museum. Call Natalie Kirk for information, 541-553-3331. Note, this not the Member Art Exhibit, which is in October.



Report finds safety defects in rail oil transport

Government inspections of railroads that haul volatile crude oil across the United States have uncovered almost 24,000 safety defects, including problems similar to those blamed in derailments that triggered fires or oil spills in Oregon, Montana and elsewhere.

The safety defects were discovered during targeted federal inspections on nearly 58,000 miles of oil train routes in 44 states. The inspection program began two years ago

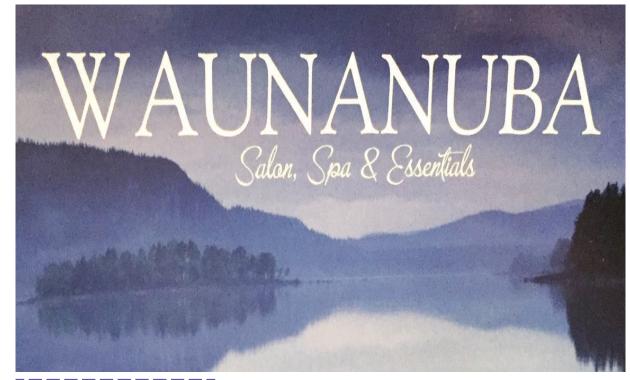
following a string of oil train accidents across North America, including a 2013 derailment in Lac-Megantic, Quebec, that killed 47 people.

Federal regulators said the inspections resulted in 1,118 violation recommendations, prompting railroads to become more responsive to concerns raised by track inspectors and to improve safety.

Problems identified by federal inspectors included worn rails and

other equipment; bolts meant to hold tracks in place that were broken, loosened or missing; and cracks in steel bars joining sections of track. They also noted failures by railroads to quickly fix problems identified through inspections.





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