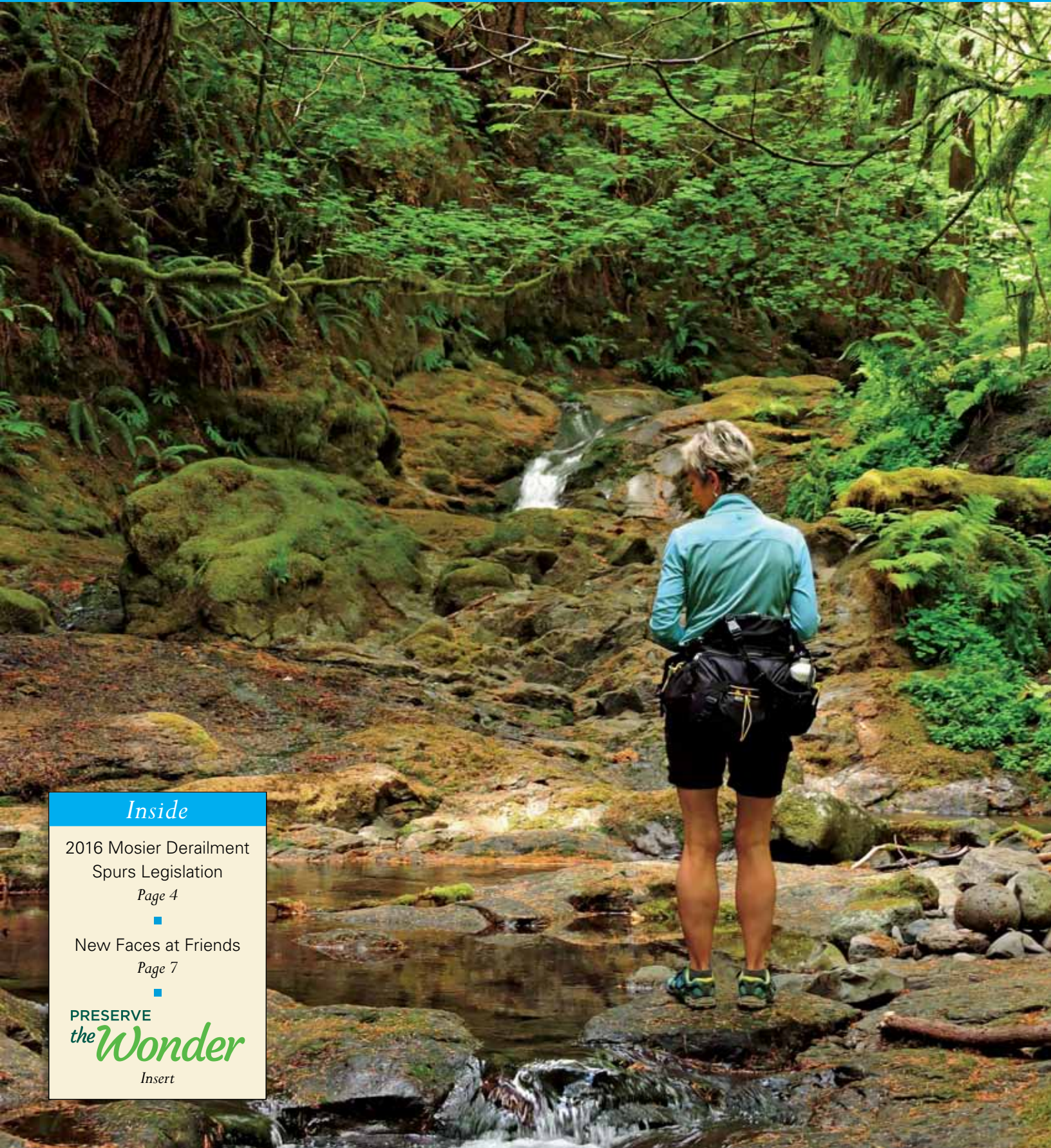


Friends of the Columbia Gorge

Protecting the Gorge Since 1980

Summer 2017 Newsletter



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PRESERVE
the Wonder

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Friends of the Columbia Gorge

FOUNDER NANCY RUSSELL, 1932-2008

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www.gorgefriends.org

Photo: Darryl Lloyd / longshadowphoto.com



An oil train approaching Bingen, Washington. Oil train traffic through the Gorge could increase dramatically if the Vancouver terminal is built.

Take Action!

Block the Proposed Tesoro Terminal

The proposed Vancouver oil terminal is nearing the end of the Environmental Impact Statement review process with the Washington Energy Facility Site Evaluation Council (EFSEC).

As this process nears completion, the terminal still needs to obtain specific permits from various agencies for air, water, and actual construction. Those permits will either be approved or rejected by EFSEC.

The air permit, drafted by the Southwest Clean Air Agency, has been released for comment through June 7.

There will be an **EFSEC public hearing on June 7**, 1:00 p.m. to 9:00 p.m. (and a rally with our coalition at 4:00 p.m. that day). Join us at Gaiser Hall in Clark College, 1933 Fort Vancouver Way, in Vancouver!

To learn more, go online to visit www.GorgeFriends.org/Tesoro. You'll find more details there on the comment period, how to submit a comment, and any other updates. As always, feel free to call Ryan, our conservation organizer, at 971-634-2034 with any questions.

June 3, 12 noon in Mosier, Oregon

A community event in observance of the anniversary of the 2016 Mosier oil train disaster is scheduled at noon on June 3 in Mosier. Gather at Mosier Community School, 1204 Historic Columbia River Highway (US-30 E). We are calling on leadership in Washington and Oregon to do all they can to prevent future oil train disasters.

Our email Action Alerts provide the most timely, effective way to take action. Questions? Call Conservation Organizer Ryan Rittenhouse at 971-634-2034. Visit www.gorgefriends.org/subscribe to subscribe now.

Citizen Action Makes the Difference! www.senate.gov or www.house.gov
Your voice is vital to Gorge protection. Let Congress hear from you.

Oregon

Sen. Ron Wyden	202-224-5244
www.wyden.senate.gov/contact	
Sen. Jeff Merkley	202-224-3753
www.merkley.senate.gov/contact	
Rep. Earl Blumenauer	202-225-4811
Rep. Suzanne Bonamici	202-225-0855
Rep. Greg Walden	202-225-6730
Rep. Peter DeFazio	202-225-6416
Rep. Kurt Schrader	202-225-5711

Washington

Sen. Patty Murray	202-224-2621
www.murray.senate.gov/email/index.cfm	
Sen. Maria Cantwell	202-224-3441
www.cantwell.senate.gov/public	
Rep. Jaime Herrera Beutler	202-225-3536
Rep. Derek Kilmer	202-225-5916
Rep. Dan Newhouse	202-225-5816
Rep. Suzan DelBene	202-225-6311

Email your **Congressional Representative** by logging on to www.house.gov/writerep

Cover: Friends board member Gwen Farnham at Duncan Creek, a Preserve the Wonder property.
Photo: Debbie Asakawa

Director's Letter

One challenging part of my job is keeping a great secret: really good news that isn't quite ready for prime time. I've been living in that world over the past few years as we pulled together the seven properties of our *Preserve the Wonder* campaign. The insert enclosed in this newsletter is worth a read.

Preserve the Wonder began as an effort to purchase one property we call Steigerwald Shores (see page 7). It took three years of discussions with the landowner to bring the property under contract with our land trust. In the meantime, opportunities kept coming. A Cape Horn property we eyed 20 years ago (well before we even had a land trust) came on the market and the owner contacted us. Another landowner we first spoke with in 2000 called me in 2015 needing to "sell or log" his property due to an estate tax bill that was due. And the grandson of a man

who sold much of the land at Lyle Cherry Orchard to our founder, Nancy Russell, expressed interest in selling us a 25-acre wooded lot that sits above our property. Soon, we knew we needed to think bigger if we were to really protect the Gorge.

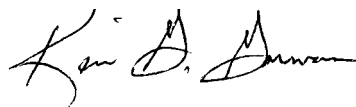
Discussions with landowners continued and property issues were worked through. Each time we secured a property, we quietly celebrated. When board and staff met with some of our most generous members, asking them to make a heavy lift to get us off the ground, they responded heroically. With each amazing gift, we quietly gave thanks. Over time, the organization's largest fundraising campaign fell into place. Our goal: raising \$5.5 million to purchase seven properties totaling 420 acres, with \$3.5 million already raised.

We announced the *Preserve the Wonder* campaign at our annual meeting in April

in front of a record crowd of 300 people. At a time when hope is in short supply, that

room at Skamania Lodge burst with hope. Like the properties themselves, the hope of *Preserve the Wonder* spans the length and breadth of the Gorge. It says that together, there is nothing we can't do.

Preserve the Wonder is an extraordinary opportunity to leave our legacies on this magnificent part of the Pacific Northwest and I hope you will consider how you can be a part of this important effort.



Kevin Gorman, Executive Director
kevin@gorgefriends.org



Photo: Michael Horodyski

Steigerwald Lake National Wildlife Refuge.
Photo: Debbie Asakawa

Visit www.PreserveTheWonder.com
to see videos of all the beautiful
properties in this special campaign.

*Friends of the Columbia
Gorge works to ensure that the
beautiful and wild Columbia
Gorge remains a place apart,
an unspoiled treasure for
generations to come.*



2016 Mosier Derailment Spurs Legislation

Oregon Legislature debates “Mosier Acts of 2017”

Michael Lang, Conservation Director, michael@gorgefriends.org

One year after a Union Pacific train carrying nearly 3 million gallons of oil derailed in a fiery inferno in Mosier, Oregon, debates over oil trains and oil terminals are taking place in the courts, in agencies reviewing terminal applications, and now in the Oregon State Legislature.

Situated right along the river, Mosier is a friendly, small city of 450 – “Small Enough to Make a Difference,” as its motto says. On June 3, 2016, this quiet community in the Columbia River Gorge National Scenic Area took it on the chin when a Union Pacific oil train derailed, caught fire, and spilled 42,000 gallons of oil, contaminating groundwater and the river. Fortunately, Mosier residents were spared serious devastation. It was a rare windless day, preventing the fire from

becoming an unstoppable blaze that would have quickly incinerated the town.

Now Mosier and its allies are fighting back for the future of its residents and for all communities where railroads haul their dangerous cargo of explosive Bakken oil. The Mosier derailment has become a rallying cry in the Oregon Legislature for citizens demanding common sense legislation to better protect our communities and places like the Columbia River Gorge.

Union Pacific is opposing these legislative efforts, but its own safety record provides the best case for strengthening state laws. The Federal Railroad Administration (FRA) determined that Union Pacific Railroad’s negligence caused

the derailment in Mosier, and FRA statistics show Union Pacific has more derailments and accidents caused by equipment failures than the industry average.

In March, the FRA completed inspections of rail lines used by oil trains across the United States and found 24,000 safety violations. Many of the violations are similar to equipment and safety defects that resulted in oil train derailments, spills, and explosions across the country. Union Pacific was cited as having more than 70 percent of the serious violations identified in the inspections.

Oil train emergency response bills

The attention focused on Oregon has exposed the state as having the weakest laws on the West Coast for oil trains and

terminals. Oregon lags behind California and Washington in terms of laws that require railroad accountability for oil train derailments and comprehensive review of oil terminal proposals. The termination of the United States' crude oil export ban in late 2015 combined with the inevitable rise in prices as the crude oil market grows mean that Oregon will be a soft target for future oil terminal proposals and increased oil train traffic through the Columbia Gorge. Any new oil-by-rail terminals in Oregon would likely be supplied by oil trains traveling through the Columbia River Gorge National Scenic Area.

In response to the Mosier derailments, Friends and its allies are backing legislation in the Oregon legislature to increase oversight of railroad companies hauling oil through the state and to improve review standards for new oil terminals, while not running afoul of federal railroad laws. Two of these bills were passed out of their committees prior to the April 18 deadline this spring. House Bill 2131 and Senate Bill 7, the Mosier Acts of 2017, would require state approval for oil spill contingency plans, railroad funding for emergency response, and proof of financial accountability for a worst-case derailment and oil spill.

So far, these bills have overcome opposition from Union Pacific Railroad

and its backers in the Oregon Legislature, including Representative Mark Johnson of Hood River. Rep. Johnson, who received campaign contributions from Union Pacific in 2016, introduced railroad-backed amendments that would have eviscerated the House bill. So far, his amendments have not been adopted and the original bill passed out of committee on a 5-4 vote.

Other bills that would improve scrutiny for proposed oil terminals did not fare as well. Hearings were held on House Bill 3344



Photo: City of Mosier

and its Senate companion, SB 958, but both failed to pass out of their respective committees prior to the deadline. These bills would have closed a loophole in Oregon law that currently allows oil terminals to be built on state lands without

acquiring state land leases, and would have increased scrutiny for oil terminal proposals. Both bills were opposed by Union Pacific, which stands to profit from the operation of oil-by-rail terminals at the expense of public safety and the environment.

We are very grateful to the legislators who are backing these bills, including Representatives Barbara Smith Warner, Rob Nosse, Paul Holvey, Alissa Keny-Guyer, and Ken Helm, and Senators Peter

Courtney and Michael Dembrow. Special acknowledgement is due to the Umatilla, Warm Springs, and Yakama Tribal Nations for their diligent support for common-sense laws dealing with oil train emergency response and oil terminals.

With our allies, Friends will continue to push for passage of these bills in the remainder of the 2017 legislative session and in the 2018 session. We'll continue to update our members about opportunities for public support on our website at www.gorgefriends.org. ■

Oregon: Weakest Oil Train & Terminal Laws on the West Coast

Law	OR	WA	CA
Oversight of Railroad Emergency Response	NO	YES	YES
Fees on Oil Trains for Emergency Response	NO	YES	YES
Railroad Ability to Pay for Worst-Case Spill	NO	YES	YES
24-Hour Notice Required for Oil Trains	NO	YES	NO
Comprehensive Environmental Review for Terminals	NO	YES	YES
State Land Leases Required for Terminals	NO	YES	YES

PRESERVE *the Wonder*

160-acre Purchase = 900-acre Restoration!

Behind the scenes at Steigerwald Shores

Kate McBride, Land Trust Manager, kate@gorgefriends.org

The centerpiece of Friends' *Preserve the Wonder* campaign is the 160-acre Steigerwald Shores, a three-quarter-mile riverfront property adjacent to Steigerwald Lake National Wildlife Refuge. Acquisition will eliminate future development threats on a property highly visible from Oregon's Vista House, and will also support the largest habitat restoration project in the history of the Columbia River Gorge National Scenic Area. See our *Preserve the Wonder* insert in this newsletter to learn how you can help this campaign succeed.

The Steigerwald Habitat Restoration and Flood Control Project is led by the Lower Columbia Estuary Partnership to reconfigure

the Steigerwald levee system to reconnect 912 acres of Columbia River floodplain. This change will increase recreation opportunities and reduce flood risks.

The project will remove 2.2 miles of levee down to the natural bank and breach the levee in four places to reconnect historic floodplain. The failing Gibbons Creek diversion and fish ladder will also be removed, allowing year-round access for salmon and lamprey to the floodplain and Gibbons Creek watershed.

The project also benefits our *Gorge Towns to Trails* vision, as it will include the addition of two new bridges and will add a half-mile of trail extending east from the current fence-line boundary.

Experience *Gorge Towns to Trails* by watching a new five-minute video that brings this six-year project to life! Enjoy "flying over" stunning landscapes and witness the jaw-dropping beauty of this visionary project to connect a world-class trail system into towns in the Columbia Gorge. See the video at www.gorgefriends.org/townstotrails.

The Steigerwald Shores acquisition will allow the dike and farmland to be restored to floodplain. Photos: Debbie Asakawa



Turtles and many other species of wildlife will soon thrive in the restored wetland of Steigerwald Shores.

The current levee has been a problem for flood control at the Port of Camas-Washougal. Restoration will remove 125 acres of Port and City property from the FEMA flood zone, including a wastewater treatment plant. The Port will save up to \$100,000 annually in electrical costs to pump flood water, and the U.S. Fish & Wildlife Service will avoid a \$4 million cost to replace failing structures at Gibbons Creek.

The total project is estimated to cost \$22 million, with significant funding from Bonneville Power Administration's salmon restoration funds. In turn, according to the Estuary Partnership, the project will pump \$22 million into the Camas-Washougal economy and sustain over 440 family wage jobs. The Estuary Partnership is hopeful construction can begin in 2019.

Accomplishing these goals depends on Friends being able to purchase Steigerwald Shores. Momentum is building for the *Preserve the Wonder* campaign and we welcome your support. ■

New Faces at Friends

Friends is happy to welcome Burt Edwards as our new communications director. A native of the Pacific Northwest, Burt brings more than 20 years of public affairs experience working on pressing policy issues from climate change to international development. Before joining Friends, Burt worked for nine years at The Pew Charitable Trusts and National Environmental Trust, developing and managing opinion media outreach and editing and writing projects on an array of conservation, energy, and health campaigns. He most recently served as communications director for InterAction in Washington, D.C.

We're also delighted to welcome our five newest board members, who will each serve a three-year term. Friends' 17-member Board of Directors brings together a wide range of interests and skills that intersect the mission and vision of the organization.

Photo: Courtesy Burt Edwards



Communications Director
Burt Edwards

Photo: Michael Horodyski



From left to right: Patty Mizutani, a retired doctor of radiology; Mia Prickett, a marketing executive and member of Confederated Tribes of the Grand Ronde; Greg Delwiche, a retired Bonneville Power Administration executive; Lisa Berkson Platt, a community volunteer and past chair of the Portland Garden Club conservation committee; and Kim Noah, the finance director for the Port of Camas-Washougal.

Maegan Jossy, Outreach Manager
maegan@gorgefriends.org

READY, SET, GORGE!

----- readyssetgorge.com

A unique working landscape of public and private lands, the Columbia Gorge National Scenic Area is a world-renowned destination as well as a place that many people call home. As the Gorge becomes an increasingly popular place to recreate, many of the area's trails, parks, picnic areas and natural resources are becoming threatened by overuse.

When planning your Gorge outing, take **Ready, Set, GORGE** to heart.

- Plan your route ahead of time to avoid crowds.
- Bring what you need and research road, trail, and weather conditions.
- Take steps to help protect the Gorge so that future visitors can enjoy it, too.

Download your own handy brochure and learn more at www.readyssetgorge.com.

Photo: Micheal Drewry

37th Annual Picnic in Paradise

Sunday, July 9, 12 noon – 2:30 p.m.

Enjoy a summer afternoon in the Gorge, relaxing on Thunder Island. This free, family-friendly event will feature live music by the Gorge band Fields of May, a delectable potluck buffet, *Preserve the Wonder* activities, and a short program update by Friends staff.

www.gorgefriends.org/summerpicnic



Oil trains pass within yards of homes and businesses in Mosier, as seen here, and in other Gorge communities.

Union Pacific Mosier Update

Friends battles UP rail expansion efforts

Steve McCoy, Staff Attorney, steve@gorgefriends.org

Friends has been working since 2014 to defeat a Union Pacific (UP) proposal to construct 5.37 miles of double track through Mosier, Oregon. The project would have negative effects on the scenic, cultural, natural, and recreation resources of the Scenic Area and endanger communities, as the fiery derailment of a UP oil train in Mosier last June made clear.

Since the Mosier derailment, a flurry of legal activity has taken place regarding Union Pacific's proposed project. On November 10, 2016, the Wasco County Board of County Commissioners bravely denied the railroad behemoth's proposal because Columbia River Treaty Tribes demonstrated that tribal treaty fishing rights would be harmed by the project. This rare defeat for Union Pacific spurred a rash of litigation. In addition to its in-house counsel, UP has retained three high-powered law firms – experts in railroad law, federal Indian law, and Oregon land

use law – and has filed several lawsuits and appeals involving this project.

Union Pacific contends that federal railroad law preempts local permitting requirements. However, the permitting criteria in the Scenic Area are required by the Columbia River Gorge National Scenic Area Act, and thus are federal rather than local in

nature. When two federal laws conflict, courts endeavor to harmonize the two laws, rather than simply ruling that one is precluded by the other. Instead, UP wants federal railroad law to prevail so it can avoid Scenic Area permitting altogether and its project can proceed regardless of its impact on protected resources in the Scenic Area.

Photos: Jozsef Urmos / panojoe.urmos.net



Mile-long oil trains are common sights along the river beside Washington Highway 14.

To that end, the railroad first filed an appeal to the Gorge Commission, which has exclusive jurisdiction over appeals of county land use decisions in the Scenic Area. Friends filed a precautionary appeal to the Gorge Commission to preserve legal arguments intended to defend protected resources of the Scenic Area in case Union Pacific wins its appeal of the County's denial of the permit. Further, Friends intervened on the side of the County in UP's appeal and the Yakama Nation intervened in both appeals on the same side as Friends. Oral argument is scheduled for June 13 in front of the Gorge Commission.

Despite its appeal to the Gorge Commission, Union Pacific next filed a federal lawsuit, attempting to wrest control of the case away from the Gorge Commission. Friends intervened and three Columbia River Treaty Tribes asserted they were indispensable parties who were not named in UP's lawsuit. When the federal court dismissed the case on those grounds on March 8, UP appealed to the Ninth Circuit Court of Appeals, asking for expedited briefing and an injunction barring Wasco County and the Gorge Commission from enforcing Gorge protection laws. Friends and the Treaty Tribes opposed those requests. On April 5, the Court denied UP's motion to expedite the case and stop the Gorge Commission appeal. Briefing on the merits continues in that lawsuit.

On March 10, Union Pacific filed an appeal to the Oregon Land Use Board of Appeals (LUBA) arguing that, despite Wasco County's denial of the permit on the grounds that the project would interfere with protected treaty rights, the County should certify that the proposal is compatible with all applicable land use laws so that state permits could be issued. Because the Gorge Commission has exclusive jurisdiction, Friends filed a motion to dismiss the case at LUBA and UP voluntarily withdrew its appeal.

Union Pacific has now lost before Wasco County, the federal district court, and LUBA. Briefing continues before the Gorge Commission and the Ninth Circuit. More twists and turns are likely as UP's army of lawyers pursues these legal battles, but Friends and our allies are prepared to meet them at every turn to protect the Gorge. ■

Review of Proposed Vancouver Oil Terminal Continues

Nathan Baker, Senior Staff Attorney, nathan@gorgefriends.org

Revue of the proposed Vancouver Energy oil terminal continues, although at a slower pace than once expected.

In August 2013, Tesoro and Savage companies filed an application with the Washington Energy Facility Site Evaluation Council (EFSEC), seeking to build a massive new oil terminal along the shore of the Columbia River in Vancouver, Washington. The companies propose to handle an average of 360,000 barrels of oil per day at the terminal, which would make

Once EFSEC completes its review of the application, the EFSEC council members will make a recommendation to Washington Governor Jay Inslee, who will make the final decision on the proposed oil terminal.

The EFSEC staff is currently preparing a final environmental impact statement on the project, which could be released to the public this summer or fall. Meanwhile,



Aerial photo simulation of proposed terminal site from Vancouver Energy's application.

it the largest oil-by-rail terminal in the country. If built, the facility would result in hundreds of oil tanker cars hurtling through the Columbia River Gorge every single day, threatening Gorge communities and ecosystems along the way with fiery explosions and devastating oil spills.

In October 2016, Tesoro and Savage made hundreds of amendments to their application, substantially slowing down the review process.

EFSEC is also reviewing the companies' requests for various permits associated with the project.

The next anticipated public comment opportunity will be on the companies' request for an air pollution permit, called a "notice of construction" permit. See the "Take Action" article on page 2 of this newsletter for more info about how you can participate in that process. ■

Phyllis Clausen: Focus on the Future

Kate Harbour, Membership Coordinator, kateh@gorgefriends.org



“The Columbia Gorge scenic lands are surely ones we cannot allow to be lost. I hope the Gorge continues to inspire all who love it to take part in preserving it for those who come after us.”

– Phyllis Clausen

Phyllis Clausen has a long history of fighting threats to the Columbia Gorge.

In 1976, when proposals for new dams jeopardized the White Salmon River, Phyllis and her husband, Vic, joined with Friends of the White Salmon River to stop them. After this was accomplished, they devoted decades to getting the remaining dam that blocked fish passage removed. It came down in 2011.

In the late 2000s, when school funding for outdoor education was slashed, Phyllis created an endowment in Vic’s name with Friends of the Columbia Gorge, to create a new outdoor education program in the Gorge. Since 2008, this partnership has made it possible for every sixth grader in the Washougal School

District to attend outdoor school and experience the wonder of the Gorge.

Earlier this year, when our *Preserve the Wonder* land acquisition campaign was announced, Phyllis recognized the strategic value of each of the campaign’s seven properties. Seeing the campaign’s potential for larger connections, she stepped up again to make her mark, dedicating a generous gift to the program.

One possibility that especially excited Phyllis was Steigerwald Shores, the expanse of riverfront land adjacent to Steigerwald Lake National Wildlife Refuge. This beautiful wetlands area caught her attention for the rich variety of wildlife it supports, but she also knew that it could provide an inspiring outdoor laboratory for the youth



Sixth grade students experience firsthand learning outdoors with naturalists, artists, and educators in the Explore the Gorge youth program.

Photo: Friends of the Columbia Gorge

who participate in the outdoor education program each year.

With her decades of work to protect the Gorge, Phyllis remains focused on the future. She knows that the fight isn’t over and new challenges will always crop up. Yet she remains optimistic. Her experience has proven that people of all ages who fall in love with the Gorge’s beauty are the ones who will be inspired to fight to protect it. ■



Friends business member 54°40’ Brewing, in Washougal, Washington, is producing a special *Preserve the Wonder* India Pale Ale this spring. The brewery will donate one dollar for every pint sold to support Gorge protection. Stop by 54°40’ Brewing in Washougal to pick up a pint, and be sure to thank these generous brewers for helping to *Preserve the Wonder!*



PRESERVE the Wonder

Hike Challenge Spring 2017



Maegan Jossy, Outreach Manager, maegan@gorgefriends.org

This spring's *Preserve the Wonder* hike challenge highlights the many wonders of the Gorge. Friends' sixth annual hike challenge takes you through the Gorge's unforgettable landscapes with 22 challenges to complete between April 1 and June 30. These challenges are spread across seven categories ranging from jaw-dropping waterfalls to fascinating wildlife, inviting you to find wonders as small as wildflowers or as grand as the views from some of the most scenic spots in the Gorge. We also challenge you to find seven wonders all your own.

Get started by downloading your trail log at:

www.gorgefriends.org/hikechallenge

and registering online to receive tips on

how to successfully complete the challenge. Finishers this year will earn an exclusive 2017 Hike Challenge badge.

This year's hike challenge complements Friends' *Preserve the Wonder* campaign to purchase

and protect 420 acres across seven properties in the Columbia Gorge. Visit www.preservethewonder.com to learn more!



Elowah Falls.

Photo: Micheal Drewry

Special Gifts January 24, 2017 – April 25, 2017

IN HONOR OF DEBBIE ASAKAWA

JAYNE AND SHINYA ICHIKAWA
JOHN GALE AND DR. SANDRA JOOS
SUSAN KEM
DIANE KOOPMAN
MARJORY MORFORD
MARK BAJOREK AND SUSAN PALMITER
DAVID GOULDER AND MARLENE SALON
ANNIE WALSH

IN HONOR OF MATTHEW BARMANN

MARK BARMANN

IN HONOR OF THE STAFF OF THE FRIENDS OF THE COLUMBIA GORGE

ALAN WILCOX

IN HONOR OF WESLEY AND MORGAN

CATHERINE MORGAN

IN MEMORY OF LLOYD ANDERSON

DONALD AND SHIRLEY CLARK

IN MEMORY OF BROUGHTON BISHOP

JENIFER MORRISSEY
HESTER NAU

IN MEMORY OF BARBARA CONNELLY

STEVEN KARAS

IN MEMORY OF NEIL FARNHAM

GWEN FARNHAM

IN MEMORY OF RAY AND CORKY GREWE

KATHY GREWE

IN MEMORY OF MARILYNN HALL

GLENN AND MARY ANN TEAGUE

IN MEMORY OF EDDIE McANINCH

BARBARA AND RONALD BALDUS
DON AND PAT BURNET
ALLAN AND NADINE CULBREATH
KAREN FOX
NAN HENRIKSEN
SHERRI IRISH AND LARRY KEISTER
PAT AND SUE KELLY
BARBARA LAPPALA
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MARGOT AND ROBERT PATTERSON
EVELYN TURNER
JEANINE AND KEN WARD

IN MEMORY OF ABBOT MILLS

KATE MILLS

IN MEMORY OF MARY PAT PETERSON

IAN AND MICHEL HANIGAN

IN MEMORY OF STEVE W. TEAL

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IN MEMORY OF MARY VRANIZAN

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BETSY SMITH
JOAN STRAND
MARIANNE AND PHILIP UNDERWOOD
ED VRANIZAN
KATHLEEN WENTWORTH
INAROSE ZUELKE

IN MEMORY OF HAL WHITE

MARY ELLEN ANDRE

IN MEMORY OF MARY WILEY

MERYLE A. KORN

IN MEMORY OF MATTHEW WINTHROP

RICHARD LIRA AND GRETCHEN TAYLOR
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IN MEMORY OF LESLEY ZONANA

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Know Your Gorge

At Friends' Annual Picnic on July 9 on Thunder Island, walk the island's north shore and look riverward, to see above-water remnants of the Upper Cascades, rock-strewn rapids that once thwarted river transport. They are why Thunder Island exists.

Thunder Island at Cascade Locks

Laura O. Foster, Author, *Columbia Gorge Getaways*

From 1879 to 1896, as the U.S. Army Corps of Engineers excavated a canal for locks to bypass the rapids, rock removed was deposited on the canal's north shore, forming the island's current contours. The 1929 photo seen here shows the canal and the island's smooth lines, which contrast with the original jumble of rocks. A path on the island leads from where pedestrians crossed the canal atop the middle lock chamber gate. Today we walk across on a bridge built in 1969.

In the photo, the Upper Cascades roar north of the island; they are remains of the land bridge that once spanned the river here – the original Bridge of the Gods. The Cascades and most of the lock canal were inundated when Bonneville Dam raised river levels in 1938. About half the island disappeared under water then, but today you can still see the elegant, hand-carved basalt revetment that lines the lock canal along the island's south shore. ■



Photo: U.S. Army Corps of Engineers

Thunder Island, the Upper Cascades, and the Bridge of the Gods, 1929.

This article is drawn from Laura O. Foster's book, Columbia Gorge Getaways, which connects hikes with natural and cultural history in the Gorge, especially related to our Gorge Towns to Trails program. Order at www.gorgefriends.org/gorgegetaways. Portion of proceeds supports Friends.