

Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington



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April 12, 2022

WillametteCRA Report No. 20-96-4
Portland, Oregon

Prepared for
WSP



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Executive Summary

The Interstate Bridge Replacement Program (IBR) is a jointly funded program (the Program) of the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT). The Program was created to replace the current Interstate Bridge with a new, earthquake-resilient structure (Project) that will cross the Columbia River and connect the city of Portland, Multnomah County, Oregon, with the city of Vancouver, Clark County, Washington. Preliminary Project designs include the replacement of the Interstate Bridge, as well as alterations to the highway approaches, associated interchanges, and affected local roadways.

10 In support of this effort, Willamette Cultural Resources Associates, Ltd. (WillametteCRA) prepared the *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report* (Baseline Survey) to document the results of a baseline architectural survey. This survey covered only resources relating to the historic built environment; archaeological resources are discussed in a separate document. This survey and resultant document—divided into separate
15 Oregon and Washington reports—are part of a multistep process to satisfy the requirements of Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations, 36 CFR 800, as well as Section 4(f) of the U.S. Department of Transportation (USDOT) Act, as amended, of 1966. Because the proposed Project will be funded, in part, by the Federal Highway Administration (FHWA) and Federal Transportation
20 Administration (FTA), the Project is a federal undertaking and is subject to compliance with Section 106 (36 CFR § 800.3).

As directed by Section 106, WillametteCRA identified historic-age resources within the Area of Potential Effects (APE) and evaluated their potential National Register of Historic Places (NRHP) eligibility according to the National Register Criteria (36 CFR § 800.4) (Figures 1 and
25 2). This effort was informed by existing documentation created in accordance with Section 106 under the auspices of the 2005-2014 Columbia River Crossing project (CRC), an earlier project also aimed at replacing the Interstate Bridge. Although documentation from this earlier effort was referenced to provide continuity between the undertakings of CRC and IBR, owing to their age (over ten years old), no portion of CRC's documentation or evaluations were reused in the
30 Baseline Survey.

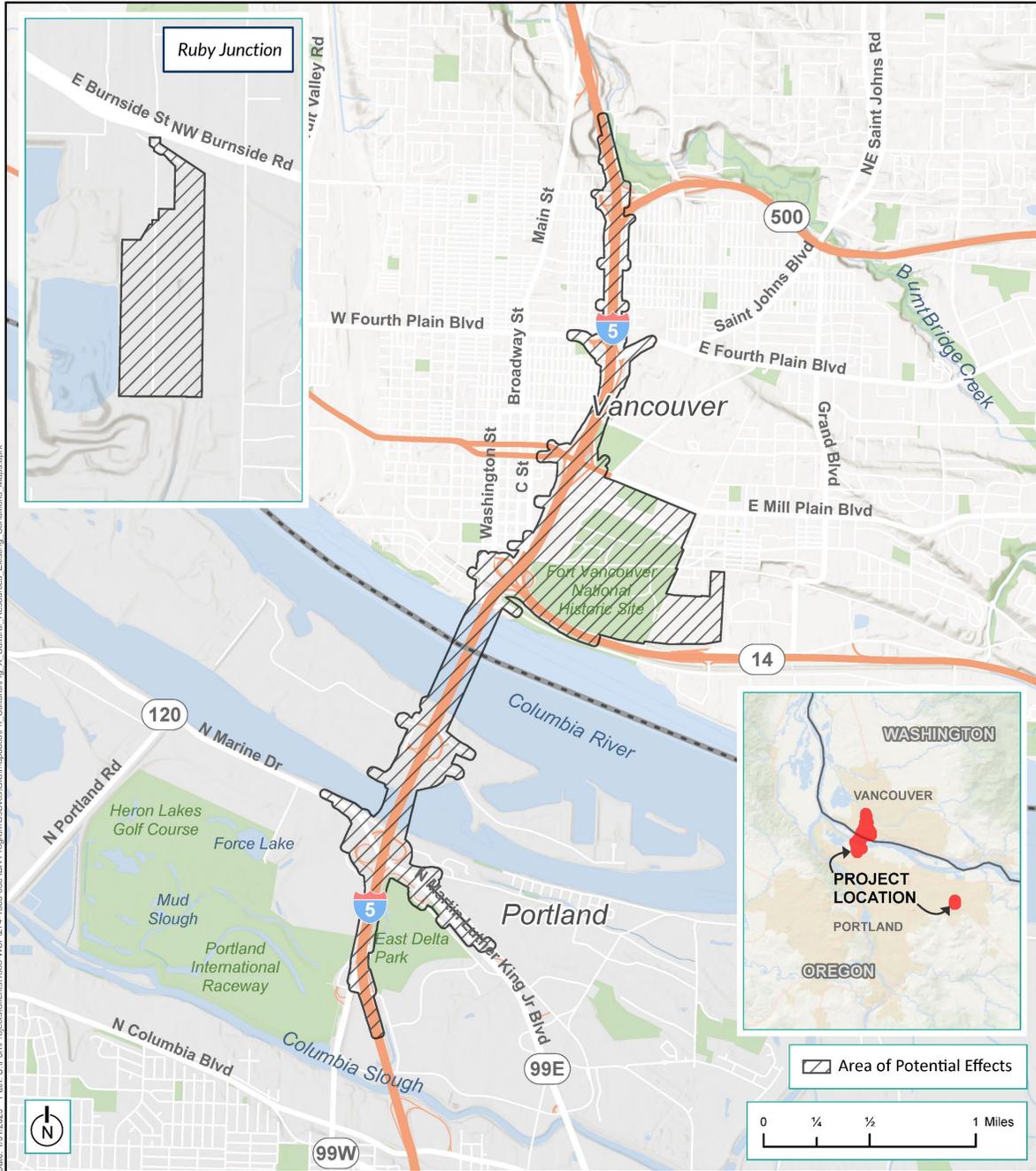
In all, the Baseline Survey identified 299 individual historic-age resources (49 in Oregon and 250 in Washington) for possible further study based upon a construction year of 1982 or earlier. This date was chosen in consultation with the Oregon State Historic Preservation Office (SHPO) and Washington State Department of Archaeology and Historic Preservation (DAHP) to account
35 for resources that would be historic age (fifty years or older) by the time of the anticipated completion of the new Interstate Bridge in 2032. Of these resources, fourteen in Oregon and thirty-five in Washington were found to be potentially eligible for inclusion in the NRHP. Based

upon the information provided throughout this document and its Oregon equivalent, these recommendations have been preliminarily approved by agency reviewers with IBR, ODOT, WSDOT, FTA, and FHWA and will be further reviewed by Section 106 Consulting Parties, including the Oregon SHPO, the Washington State DAHP, and consulting tribes.

- 5 Once these reviews are completed and consultation on preliminary eligibility recommendations is complete, determinations of eligibility (DOEs) will be completed for resources that may be affected by Project construction (36 CFR § 800.5). Pursuant to the Section 106 process, potential adverse effects will be subsequently assessed and will be resolved through a programmatic agreement (PA) to avoid and/or minimize these effects (36 CFR § 800.6).



Cultural Resource APE



Date: 1/31/2023 Path: U:\P\Proj\Projects\C\m\1555-WSR\274-1555-050_IBR_Program\958\GIS\mapdocs\Ph_Cultural_Resources_Eis\fig_C_Cultural_Resources_APE.mxd



Source: ODOT, WSDOT, ESRI, Mapbox, OpenStreetMap

www.interstatebridge.org

Figure 1. Map showing IBR APE.

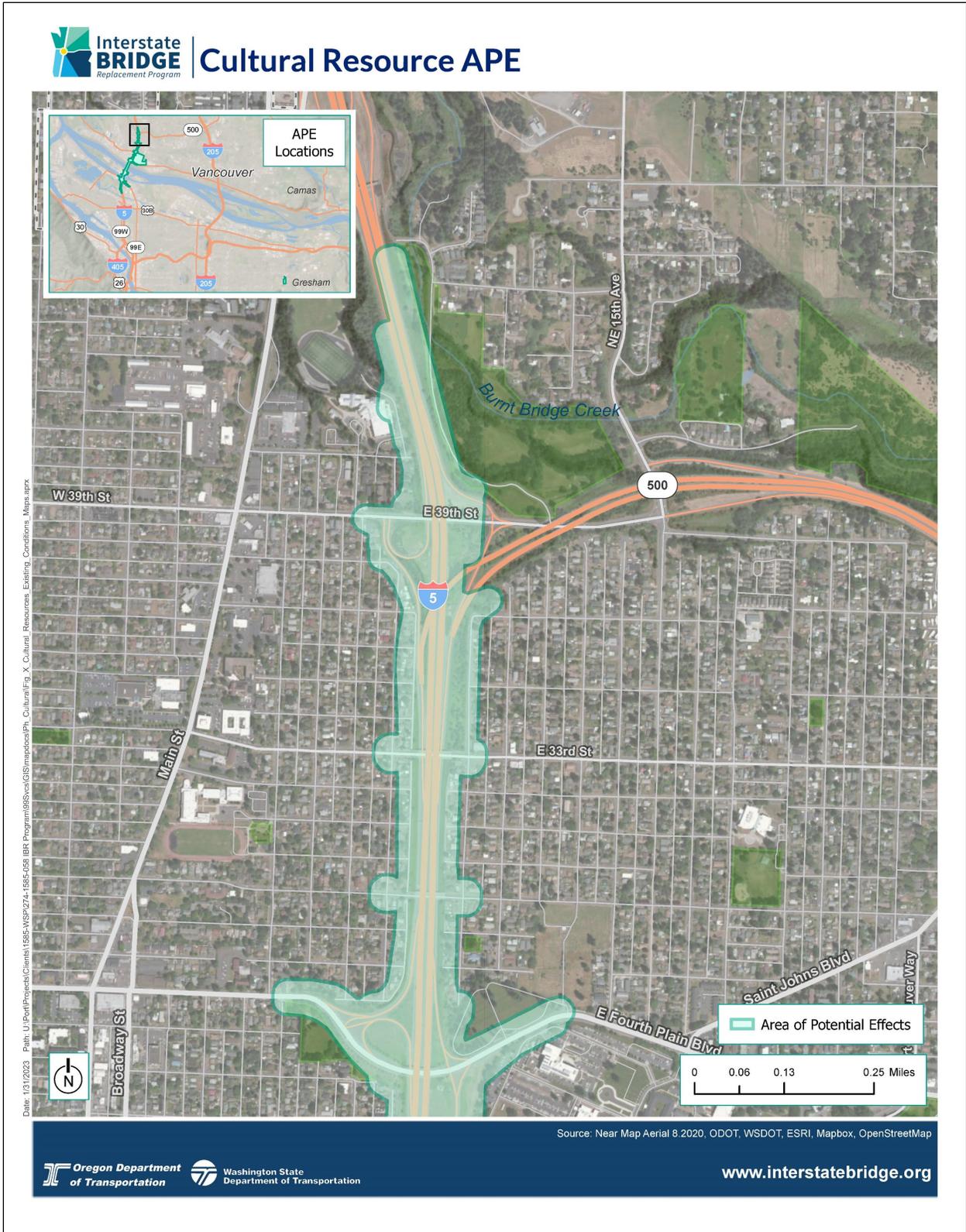


Figure 2. Aerial map showing north end of Washington portion of IBR APE.

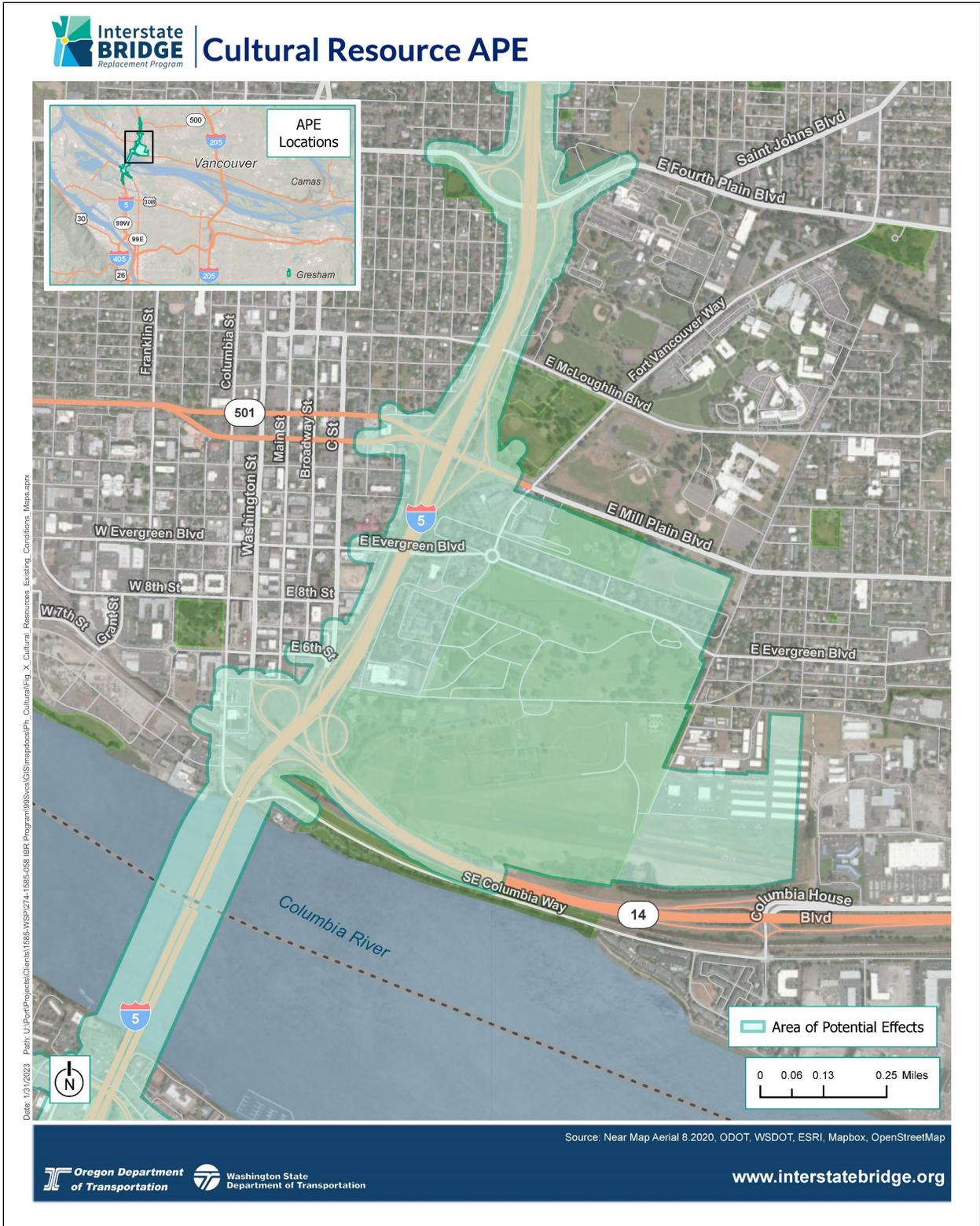


Figure 3. Aerial map showing south end of Washington portion of IBR APE.



Figure 4. Map key showing maps of surveyed resources in Washington portion of IBR APE. Note that the boundaries of eligible resources, as ultimately determined, may not correspond exactly with the preliminary boundaries shown here.

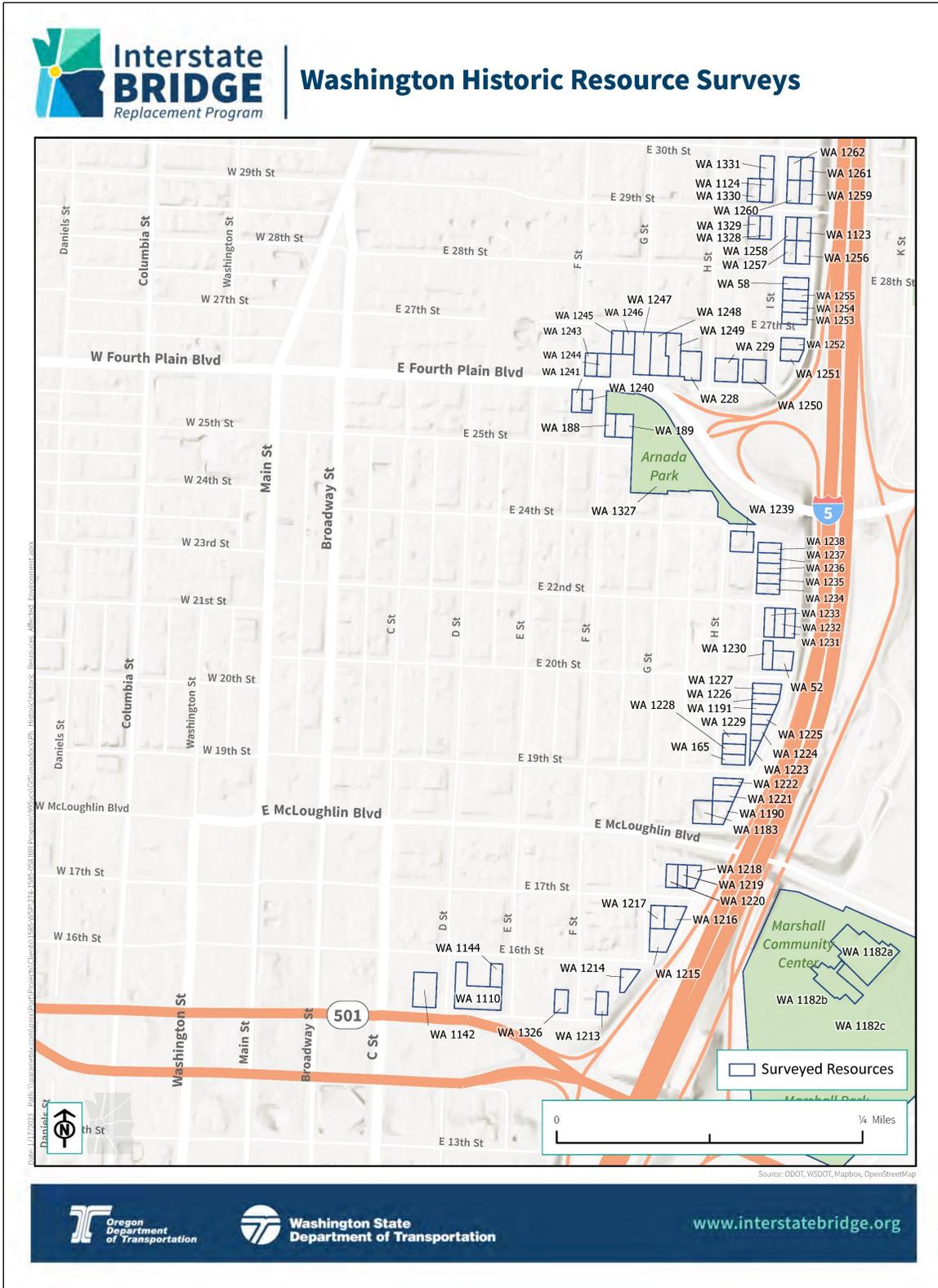


Figure 7. Map #3 showing surveyed resources in Washington portion of IBR APE. Note that the boundaries of eligible resources, as ultimately determined, may not correspond exactly with the preliminary boundaries shown here.



Figure 8. Map #4 showing surveyed resources in Washington portion of IBR APE. Note that the boundaries of eligible resources, as ultimately determined, may not correspond exactly with the preliminary boundaries shown here.

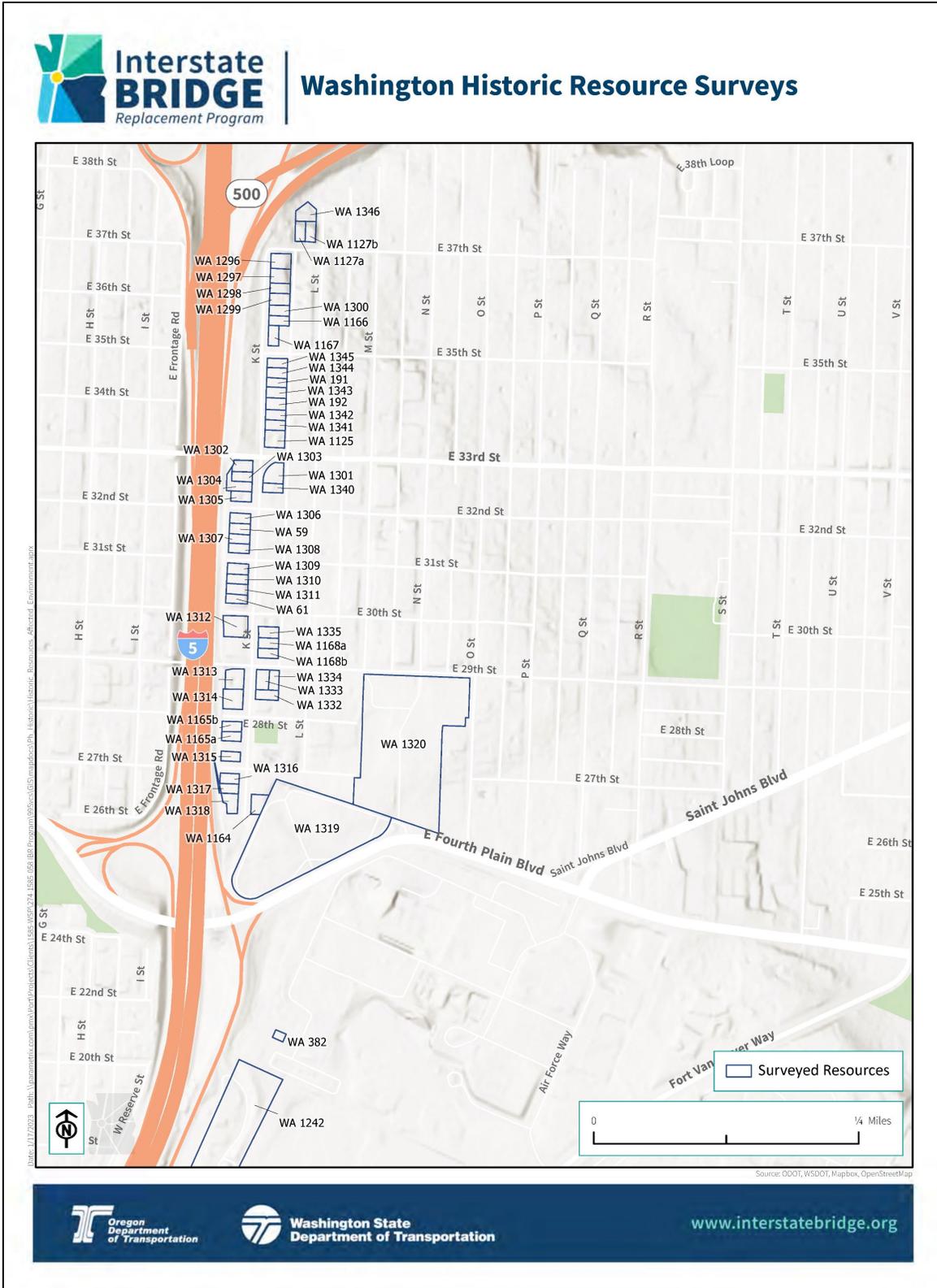


Figure 9. Map #5 showing surveyed resources in Washington portion of IBR APE. Note that the boundaries of eligible resources, as ultimately determined, may not correspond exactly with the preliminary boundaries shown here.

Introduction

Program Location

5 The IBR Program proposes to replace the Interstate Bridge, which connects the cities of
Portland, Multnomah County, Oregon, and Vancouver, Clark County, Washington. The bridge is
a vital component of Interstate 5 (I-5) and carries north- and southbound vehicular and
pedestrian traffic across the half mile width of the Columbia River. Current designs for the
Project include the replacement of the original bridge span, as well as alterations to the north
and south approaches to the bridge, alterations to affected highway interchanges, and
alterations to local roadways impacted by the Project's construction. The Project also includes a
10 high-capacity transit component which is expected to be either an extension of the TriMet
Metropolitan Area Express (MAX) light rail system or the creation of a bus rapid transit line. In
the event that the light rail system is chosen, the project will include alterations to the trackage
of the existing Ruby Junction rail maintenance facility in Gresham, Multnomah County, Oregon.

Program Purpose

15 The overarching purpose of the IBR Program is to make improvements along this critical section
of the I-5 corridor. Existing problems identified by the Project include:

- Growing travel demand and congestion;
- Impaired freight movement;
- Limited public transportation operation, connectivity, and reliability;
- 20 • Safety and vulnerability to incidents;
- Substandard bicycle and pedestrian facilities;
- Seismic vulnerability.¹

The Program aims to address these problems through a combination of study and design
ultimately improving connections and safety for users across the region.

25 Regulatory Framework

This document surveyed and assessed historic-age resources considered to be part of the
historic built environment. The following is a list of federal laws that guided or informed this
assessment:

¹ CRC, *Interstate 5 Columbia River Crossing Project, Record of Decision*, December 2011, http://data.wsdot.wa.gov/accountability/ssb5806/Repository/7_Project%20Delivery/CRC%20First%20Phase/CRC_ROD.pdf. Note that IBR's purpose and need remains in draft form but is expected to be unchanged from CRC except for alteration to the project's name. Until the IBR purpose and need are formally published, the existing language from CRC remains the most official source.

- National Environmental Policy Act (NEPA) of 1969, 42 USC §§ 4321 et seq.;
- Section 106 of the National Historic Preservation Act (NHPA) of 1966, 16 USC §§ 470 et seq., as amended;
- US Department of Transportation Act of 1966, 49 USC §§ 101 et seq., Section 4(f), as amended.

5

Methodology

Area of Potential Effects

Pursuant to Section 106, the Program’s current designs prepared as part of the Locally Preferred Alternative (LPA) have informed the development of the APE which is defined, in part, as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations to the character or use of historic properties” (36 CFR § 800.16). The APE is defined by a 100-foot boundary around the existing LPA design and also includes the area within the tax lots occupied by the Ruby Junction MAX facility and the Fort Vancouver National Historic Reserve which includes the Fort Vancouver National Historic Site, as well as the full extent of Pearson Field Airport (see Figures 1 and 2).

10

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The APE encompasses 845 acres of which 35 are accounted for by the Ruby Junction MAX facility. The APE occupies land within Sections 14, 15, 22, 23, 26, 27, 33, 34 and 35 of Township 2 North, Range 1 East; Sections 3 and 4 of Township 1 North, Range 1 East; as well as Section 5 of Township 1 South, Range 3 all East of the Willamette Meridian. Only historic-age resources within the APE were identified and evaluated as part of the undertaking.

The Baseline Survey

The Baseline Survey was compiled in accordance with a standard process and report formatting developed and employed by ODOT cultural resources staff and widely used in coordination with the Oregon SHPO. As the ODOT *Historic Resources Procedural Manual* explains:

25

The baseline report preparation is initiated with a review of previously documented historic properties within the Area of Potential Effect[s] (APE)... The literature review is followed by a field reconnaissance survey to identify previously documented and undocumented historic resources in the project APE.

30

Following the literature review and reconnaissance survey, a Baseline Report is prepared according to the approved ODOT format. This report typically includes a project description, a brief discussion on the results of the literature review and field survey, photographs and location maps for all historic resources identified during field survey, and a preliminary finding of National Register eligibility for each

resource. Information for each resource identified is presented in tabular form, with a single map showing the location for all resources...²

Given the broad range of significant historical and cultural events that have occurred within the APE, and to make future resource evaluations more efficient, the team focused early efforts on establishing a thorough understanding of the contextual history of the APE. As such, the length of the contextual analysis herein is more detailed than the local Oregon industry-standard for a Historic Built Environment Resources Baseline Report. Upcoming intensive-level survey and resulting Determination of Eligibility documents will rely upon the context within this Baseline Report to partially inform and support recommendations for NRHP eligibility.

10 **Windshield Survey**

As part of the literature review for the Baseline Survey, WillametteCRA was asked to perform an in-depth “gaps analysis” to assess both the status of remaining CRC documentation relating to historic resources, as well as the condition and extent of the resources previously evaluated by the program. This effort resulted in the *Interstate Bridge Replacement Program Windshield Survey Report* (Windshield Survey) (WillametteCRA Report Nos. 20-96-1 and 20-96-2) which was submitted to IBR on June 21, 2022.

The Windshield Survey provided IBR and WillametteCRA with an introductory look at the Program area’s historic resources and previous documentation efforts therein. For the purposes of continuity with larger Program practices, existing CRC survey numbers were reused within the Baseline Survey where possible. All other CRC data, however, was used strictly for informational purposes and all historic resources evaluated for the Baseline Survey were re-visited and re-evaluated as part of the current undertaking.

Resource Identification

The identification of historic resources took place within the majority of the APE pursuant to Section 106 (36 CFR § 800.4). Ruby Junction was excluded from this process as the Advisory Council on Historic Preservation (ACHP) issued a Program Comment on June 28, 2019 relieving federal agencies from Section 106 requirements for certain types of activities related to rail-related properties. The comment states that “[u]ndertakings to maintain, improve, or upgrade rail properties located in rail ROW [rights-of-way] that are limited to the activities specified in Appendix A are exempt from the requirements of Section 106 because their effects on historic rail properties are foreseeable and likely to be minimal or not adverse.”³ Because it entails “minor new construction and installation of railroad or rail transit infrastructure” that is

² ODOT, *Historic Resources Procedural Manual* (Salem, OR: ODOT, 2016), 4.

³ ACHP, “Notice of Amendment to the Program Comment to Exempt Consideration of Effects to Rail Properties Within Rail Rights-of-Way,” *Federal Register* 84, no. 125 (28 June, 2019): 31075-31082, <https://www.achp.gov/digital-library-section-106-landing/program-comment-exempt-consideration-effects-rail-properties>.

“compatible with the scale, size, and type of existing rail infrastructure,” the railyard is exempt from review for this portion of the APE and as such, no additional Section 106 documentation was prepared.⁴

5 Previously documented resources, as well as eligible and designated properties, were found using existing state databases including the SHPO’s Oregon Historic Sites Database (OHSD) and DAHP’s Washington Information System for Architectural and Archaeological Records Data (WISAARD). Federal sources were also consulted including the National Archives and Records Administration’s (NARA) searchable NRHP database and a geospatial NRHP database maintained by the National Park Service (NPS).

10 Undocumented resources were identified principally using tax assessor data which was compiled from county datasets to create lists of historic age resources. Although historic age resources are generally considered to be 50 years of age or older, for the purposes of this undertaking, resources were assessed that would be historic age at the time of Program’s anticipated completion date in 2032. Because of this, resources constructed in or before 1982
15 were identified as potential historic properties requiring subsequent evaluation. Where a property tax lot was partially within the APE, all historic age resources within the boundary of the tax lot were identified for evaluation. All tax assessor data was verified in the course of fieldwork and, in limited instances, corrected through additional background research.

20 The APE was analyzed for undocumented historic-age resources that may not have been captured by existing tax lot data, as well as resources that are not historic-age but may still possess exceptional historic significance (Criterion Consideration G). Where the APE included lands managed by the NPS (the Fort Vancouver National Historic Site), resource identification was mostly limited to the existing resources identified under CRC. All historic resources identified by this search were compiled into separate datasets for Oregon and Washington for
25 subsequent survey and evaluation.

Survey Fieldwork

Over the course of several field sessions conducted between June 2022 and December 2022, WillametteCRA Architectural Historians visited and documented all identified resources within the APE (Figure 3). Fieldwork was conducted according to DAHP and SHPO standards and,
30 where appropriate, guided by the NPS National Register Bulletin *Guidelines for Local Surveys: A Basis for Preservation Planning*.⁵ All resources were documented with high-resolution digital photographs and electronically inventoried for IBR records. All work in the field was directly

⁴ ACHP, “Notice of Amendment to the Program Comment,” 31076. See Section III, Part A, as well as Appendix A, Section II, Part C, 17.

⁵ Anne Derry et al., *Guidelines for Local Surveys: A Basis for Preservation Planning*, rev. ed., National Register Bulletin (Washington, DC: NPS, 1985)

supervised by personnel meeting the Secretary of the Interior's (SOI) professional qualifications standards for Architectural History and actively registered under ODOT's Qualified Cultural Resources Consultants (Historic) program.

Evaluation Criteria

5 All identified resources were first evaluated at a "reconnaissance level" to determine their NRHP eligibility. The NRHP is an inventory of buildings, structures, objects, sites, and districts that are considered to possess importance to local, state, or national history. Under the auspices of the NHPA, the SOI may list properties that are "significant in American history, architecture, archaeology, engineering, and culture" and is directed to develop criteria and regulations to
10 establish a resource's eligibility.

As dictated by the NHPA, the NRHP is administered by the NPS. To be eligible for listing, a resource must possess three elements: first, historic significance derived from a historic context organized by theme, place, or time; second, historic significance that meets one or more of the NRHP criteria; and finally, sufficient integrity to convey its significance.

15 While historic contexts generally fall into a set category provided by the NPS, each context is ultimately unique and requires targeted research to determine the part or parts of history that a resource expresses. Once determined, the resource and its associated context must be able to be categorized into one or more of the four NRHP criteria (36 CFR § 60.4):

- 20 • Criterion A: If they are associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: If they are associated with the lives of persons significant in our past.
- Criterion C: If they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack
25 individual distinction.
- Criterion D: If they have yielded, or may be likely to yield, information important in prehistory or history.

For the purposes of this survey, research was undertaken to develop a robust historic context analysis to inform potential areas of NRHP significance. Next, the development of the APE
30 enabled field survey planning efforts to begin. Then, surveyors performed a windshield survey to identify potential historic resources within the APE based on construction date and past survey information. This information was compiled internally for planning purposes. Finally, using historic contextual development in conjunction with field reconnaissance survey of each potentially NRHP-eligible property, surveyors assessed potential applicable significance for
35 historic resources within the APE.

If it is concluded that a resource appears to possess the requisite significance to be listed in the NRHP, the resource's historic integrity must be assessed to determine whether it can successfully communicate its significance. Integrity is assessed according to seven aspects: location, design, setting, materials, workmanship, feeling and association. Integrity evaluation methodology in Washington, in consultation with the Washington DAHP, typically requires original materials to be intact when integrity of materials directly supports significance of the resource. As such, surveyors considered resources that were potentially eligible under Criterion C to have met the appropriate level of integrity to convey significance when all original window, cladding, roofing, and door materials were intact.

10 **Resource Evaluation**

To appropriately evaluate the potential historic properties within the APE, WillametteCRA undertook a combination of background research and visual analysis. Background research was conducted on a variety of themes and geographic locations throughout the vicinity of the APE to provide appropriate historic context. Architectural Historians consulted a wide variety of archival sources including written, illustrated, and photographic documentation. Because of the expanded date of the historic period (1982 or earlier), particular emphasis was placed on the recent past including the architectural styles and historical trends of the late twentieth century. Because of this, some resources that would, on other projects, be out of period and recommended as not eligible, were here recommended as eligible because of their contextual significance and high integrity.

The research of individual resources included many of the wider background contextual documents but was supplemented with additional address-specific information. Where possible, researchers created lists of former resource inhabitants and investigated each known resident in search of potential "persons significant in our past." Researchers also consulted historic tax photos, where available, as well as aerial imagery, Sanborn Fire Insurance Maps, and real estate listings to assess changes to resources over time. Finally, researchers conducted a visual analysis of each resource to reveal other losses of historic fabric or alterations since construction.

Ultimately, resources were evaluated first for their potential historic significance, and second for their ability to convey that significance with their integrity. Some resources were found to be not eligible because they lacked sufficient significance, while others may have significance but, through alterations and other changes, were unable to effectively communicate it. Where resources possessed significance and retained integrity, they were recommended to be eligible.

Conclusion

35 The Baseline Survey is one part of a multi-step effort to satisfy regulatory requirements relating to the historic properties potentially impacted by the proposed undertaking. It will be reviewed by

Section 106 Consulting Parties, in a public open house, as well as by DAHP and SHPO before it is finalized (36 CFR § 800.2). The Consulting Party and public review will provide a valuable opportunity for external insights on the resources that may not have been noted by the report authors.

5 Determinations of Eligibility

Upon finalization of the report, WillametteCRA will prepare intensive-level DOEs on previously undocumented historic resources that are potentially recommended as eligible for listing in the NRHP, as well as potentially recommended eligible properties whose existing determinations are over ten years old. These documents provide an in-depth look at and discussion of each individual resource and its eligibility. Intensive-level DOEs will also be completed for resources that were recommended as not eligible in the Baseline Report but may be removed in the course of the Program's construction. Like the Baseline Survey, these documents will undergo a similar review process involving IBR staff, ODOT and WSDOT staff, FHWA and FTA, Consulting Parties, a public open house, and DAHP and SHPO. Once finalized, these documents will result in formal determinations of eligibility pursuant to the Section 106 process.

Findings of Effect

Upon finalization of the DOEs, WillametteCRA will prepare Findings of Effect (FOEs) for resources listed in the NRHP and those determined eligible. These documents will address the potential ways the undertaking may influence the historic integrity and, thus, eligibility of these resources for listing in the NRHP through the application of the criteria for adverse effects. These effects can be both direct and indirect and will result in recommended findings which may include "No Effect," "No Adverse Effect," or "Adverse Effect" (36 CFR § 800.5). Like the DOEs, the FOEs will undergo review involving IBR staff, ODOT and WSDOT staff, FHWA and FTA, Consulting Parties, a public open house, and DAHP and SHPO.

25 Summary of Recommendations

WillametteCRA identified and surveyed 299 HBE resources within the APE including 250 in Washington. Of the Washington HBE resources:

- Thirty-two are already listed in the NRHP, individually or as contributing to historic districts, and
- Three are recommended no change from existing determination of NRHP eligible, and
- Six are recommended no change from existing determination of NRHP not eligible, and
- One is recommended as eligible from existing determination of NRHP not eligible, and
- Three are recommended as not eligible from existing determination of NRHP eligible, and
- Thirty-five are recommended as eligible for listing in the NRHP, and

- One-Hundred sixty-one (161) are recommended as not eligible for listing in the NRHP, and
- Six have been demolished since the start of the Baseline Survey in June 2022, and
- Three were found to be out of period following additional research.

Washington Cultural Resources in the IBR Survey Area

Table 1. Washington Cultural Resources in the IBR Survey Area.⁶

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 7	209 W 6th St / Fendrich's Furniture / Gemé Art Gallery 33716	48280000	<p>1935</p> <p>Specialty Store</p> <p>Two-part commercial block - Streamlined Moderne style. Flat roof, brick masonry cladding, recessed shopfront entries with replacement aluminum frame plate glass windows, original fixed multi-light wood frame windows along second story. Large Art Deco style sign, possibly original, hanging from northwest corner.</p>	<p>Potentially recommended NRHP eligible: Criteria A and C.</p> <p>Associated development of Vancouver, representative example of Streamline Moderne style designed by prominent local architect Donald J. Stewart.</p>	

⁶ For the purposes of continuity, IBR Map ID Numbers are derived from CRC survey ID numbers (“Historic ID Numbers”) which were first assigned in 2007 and 2008. However, only limited documentation from this original survey has been found leaving an incomplete understanding of its scope, methodology, and numbering. Available documents indicate that CRC Historic ID Numbers were assigned from 1 (WA 1) through around 1050 (WA 1050). Only a portion of these, however, have been successfully correlated with existing resources in the Washington segment IBR project area.

Where known, CRC Historic ID Numbers have been re-used as IBR Map ID Numbers. Resources, however, either not found in CRC documentation or never identified by CRC have been assigned individual IBR Map ID Numbers beginning from 1100 (WA 1100) onwards. Continued refinements to the survey area, the loss of resources to demolition, and other various project changes, have removed some resources from the survey table and resulted in gaps between ID numbers within both legacy CRC resources below WA 1100, as well as in new IBR resources from WA 1100 onwards.

To prevent confusion from renumbering, the resources in this table will maintain these Map ID numbers for the duration of the IBR HBE surveys.

Work in Progress - Not for Public Distribution

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 8	507 Columbia St; Loowit Brewing Company 89098	48290000	1940 Industrial Storage (Restaurant) One-Part Block - No discernible style. L-shaped footprint with flat roof. Multi-light steel windows with central pivot panels. Fenestration altered including replacement of garage door openings with multi-light aluminum windows, replacement of original glazing, and infill of windows to create pedestrian door. Wood frame shed roof patio awning constructed within inner corner of the L.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 10	515 Washington St; Smith Tower Apartments 2124	47870000; 47880000	1966 Multiple dwelling Multi-Story Apartment Block – Modern style. Cylindrical footprint multi-unit senior housing complex with aluminum frame curtain wall and recessed balconies. Original yellow spandrel panels have since been changed to gray. Strong connection with local labor leader W.R. (“Bill”) Smith.	Potentially recommended NRHP eligible: Criteria A, B, and C. Associated with development of Vancouver, associated with local labor leader W.B. Smith, representative example of Modern style applied to a unique building form.	

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WA 21	500 Main St; The Evergreen Hotel 20430	47890000	1928 Hotel (Multiple Dwelling) Two-part vertical block - Italian Renaissance Revival style. Flat roof hotel with concrete masonry and decorative ornamentation. Excepting principal entries and some ground floor transoms, original fenestration replaced with modern aluminum equivalents. Compatible annex constructed to north in 1950 (WA 1207).	NRHP Listed (1979)	
WA 28	605-609 Main St; Engleman - Sparks Building 20437	38640000	1903 Business Two-part commercial block - Commercial style. Brick masonry block with cast iron elements. Building heavily altered and partially restored since construction. Alterations include removal of original theater entrance, removal of decorative parapet and cornice, replacement of original fenestration, stuccoing of façade, and fiberglass reconstruction of the two southerly bay windows.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 29	601-603 Main St; U.S. National Bank Building 20436	38660000	1912 Financial Institution (Restaurant) Two-part vertical block - Classical Revival style. Brick masonry building with decorative classical detailing. Original wood sash and shopfront windows have been replaced with aluminum equivalents.	NRHP Listed (1984)	

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WA 52	2000 W Reserve St 89112	44460000; 44462000; 44450000	1916 Single Dwelling Bungalow - Craftsman style. Front-facing gable roof with non-original asbestos shingle cladding. Brick chimney with polychrome diamond. Most original wood-frame windows replaced after 2018. Building appears to have rear addition added during historic period (ca. 1920).	Potentially recommend change from existing determination of NRHP eligible. (DAHP; 2013) Lacks sufficient integrity.	
WA 58	901 E 28th St 89117	17636000	1946 Single Dwelling Ranch - Minimal Traditional style. Dutch gable roof with brick masonry construction. Original 4-light wood-frame windows. Principal entry possibly altered. Garage door remains original. Screen door added and windows replaced after 2014.	Potentially recommend change from existing determination of NRHP eligible. (DAHP; 2011) Lacks sufficient integrity.	

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WA 59	3110 K St 89118	13460000	1910 Single Dwelling Workingman's Foursquare - Folk Victorian style. Hipped roof with shed roofed extension at rear. Wood cladding including false bevel drop and shingles. Original 1-over-1 wood sash windows. Rear addition added at unknown point. Strong connection with politically active couple Norris E. and Stella Wilson.	Potentially recommended NRHP eligible: Criteria A, B, and C. Associated with local neighborhood development, associated Norris and Stella Wilson, representative example of Workingman's Foursquare in Folk Victorian style..	
WA 61	3000 K St 89120	13725000	1915 Single Dwelling Bungalow - Craftsman style. 1.5-story building with intersecting gable roof with full width porch. Clad in lapped wood siding with ornamental stickwork. Wooden double-hung sash windows, decorative leaded windows, and fixed 12-light windows. Shed-roofed addition added onto rear at unknown point. Detached shed at rear. Possible connection with local businessman Harry Rex Porter.	Potentially recommend no change from existing determination of NRHP eligible. Recommend further eligibility under Criterion B (DAHP; 2011). Associated with local neighborhood development, associated with Harry Rex Porter, representative example of Craftsman Bungalow.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 62	903 E 31st St; Charles W. Hall House 25537	13670000	1910 Single Dwelling Modified bungalow - Craftsman style. Complex roof shape with principal front gable, M-shaped side gable, and gabled porch. Lapped wooden cladding with Craftsman elements. Elaborate fenestration includes cottage windows with decorative transoms, glass casement, bay windows, and 1-over-1 wood sash windows. Alterations include carport connecting residence to detached garage, small shed-roofed addition at southeast corner, and some interior changes. Strong connection with prominent couple Charles Wilber and Margaret B. Hall.	Potentially recommended NRHP eligible: Criteria A, B, and C. Associated with local neighborhood development, associated Charles and Margaret Hall, possesses high artistic value.	
WA 109	112 SE Columbia Way; Heritage Apple Tree 89132	38279935	1827 Monument/marker Landscape - No discernible style. Site includes sapling apple tree next to older trunk of original surrounded by historic-age barrier composed of low concrete piers connected by chain. Also includes historic-age boulder with commemorative plaque and a non-historic water fountain, benches, trash cans, fencing, and varied paving.	Contributing Resource to Listed District (1966, 2006).	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 149	318 E 7th St; Normandy Apartments 89160	38820000	1925/1930 Multiple Dwelling "U" Court - Tudor style. U-shaped block with flat roofs and low parapet. Principal south elevation is stuccoed with projecting bay windows topped by parallel gable roofs with half timbering. Remaining elevations show unique decorative brickwork with weeping mortar joints. Fenestration is original with wood sash cottage windows. Alterations include removal of ground floor garage entry on east elevation and addition of stucco to portions of main façade. Resource remains best example of multi-family pre-WWII design in Vancouver.	Potentially recommended NRHP eligible: Criteria A and C. Associated with development of Vancouver, representative example of Tudor Revival style applied to multifamily residence.	
WA 150a	400 E Evergreen Blvd; House of Providence (Providence Academy) 18827	39220000	1873–1891 School (business) No discernible form - Georgian Revival style. 3-story brick masonry building with complex footprint, low-pitched intersecting gable roof, and bell towers surmounted by lantern. Exterior elevations defined by wood segmental arch-topped frame 4-over-4 sash windows, as well as open balustraded wooden galleries along some elevations. Building expanded in 1891. Since 1891, alterations include removal of several exterior galleries, changes to roof cladding, limited changes to exterior doors, and substantial new construction on the surrounding parcel.	NRHP Listed (1978)	

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WA 150b	400 E Evergreen Blvd; Laundry	39220001	ca. 1870 Secondary structure (vacant) Demolished 2023	Resource demolished. No further action recommended.	
WA 150c	400 E Evergreen Blvd; Boiler House	39220001	1910 Energy facility (vacant) Demolished 2023	Resource demolished. No further action recommended.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 150d	400 E Evergreen Blvd; Gymnasium	39220000	1930s School Minimal Traditional style. Side-gabled 1-story brick building with minimal eaves and composition shingled roof. Original wood-frame multilight windows replaced with vinyl cottage units and setting has been impacted through new construction.	NRHP Listed (1978)	 <p>Note: owing to resource location, image is derived from current 3D program models.</p>
WA 165	1901 H St 89173	41920000	1929 Single Dwelling Bungalow - Craftsman style. 1.5-story front-gabled building clad in wooden simple drop siding with shingled gable peaks. Building heavily remodeled between 1986 and 2007, removing recessed entry porch and original fenestration. Projecting porch topped with a small gable roof added at this time.	Potentially recommended not eligible. Lacks sufficient integrity.	

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WA 168	499-501 E Mill Plain Blvd / Fort Motel (Fort Apartments) 33589	39765000; 39780000	1957–1962 Multiple Dwelling Motel - Modern style. 2-story reinforced concrete building designed by Day Walter Hilborn with hollow tile walls clad in wooden lapped siding and brick masonry beneath a flat roof. Multi-phase construction resulted in older C-shaped footprint to north and newer O-shaped footprint to south. Interior courts defined by open air walkways, floating cast concrete stairs, and welded metal railings. Fenestration includes flush metal doors, aluminum frame windows, and aluminum sliding balcony doors. Since construction, original Googie style signage has been removed, some windows replaced, and office windows may have been covered in T1-11 paneling.	Potentially recommended NRHP eligible: Criteria A and C. Associated development of Vancouver, representative example of Modern style. Work of master architect Day Walter Hilborn.	
WA 169	601 Broadway St; Econo Lodge 89175	3850000	1956–1957 Hotel Motel - Modern style. 2-story building with L-shaped footprint, flat roof, and walls constructed from brick and concrete masonry units. Interior parking lot is surrounded by covered pedestrian walkways and porte cochere connects to office. Alterations since construction include replacement of original aluminum frame windows with vinyl units and original doors with 6-panel hollow core modern units.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 188	2501 F St 89186	44090000	1925 Single Dwelling Side Gable - Cape Cod style. 1-story side-gabled building with imitation wood lapped fiber cement cladding and composition roofing. Fenestration is original grouped wood double-hung sash cottage windows and stamped metal front door with leaded fanlight. Detached garage to north. Changes since construction include replacement of original cladding and principal entry door.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 189	604 E 25th St 89187	44100000	1911 Single Dwelling Bungalow - Craftsman style. 1.5-story front-gabled building with wood-frame construction and detached front-gabled garage. Clad in lapped wooden (possibly fiber cement) siding with shingled gable peaks and Craftsman ornamentation. Fenestration includes vinyl sash and sliding windows and modern Craftsman style entry door. Between 2020 and 2021, house was substantially remodeled including changes to its footprint, cladding, and fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 191	3405 K St 89189	15770000	1911 Single Dwelling Bungalow - Craftsman style. 1-story building. Front gabled roof with projecting porch. Clad in lapped wood siding with shingled gable peaks ornamented with knee braces. Fenestration includes original wood sash windows with leaded upper sash. Changes since construction include aluminum storms atop original windows.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of Craftsman Bungalow.	
WA 192	3317 K St 89190	15790000	1920 Single Dwelling Bungalow - Craftsman style. 1-story front gabled residence with recessed porch. Clad in horizontal lapped wood siding. Fenestration includes original wood sash windows with aluminum storm covers and modern sliding window in gable peak. Changes since construction also include porch railing updated at unknown point and modern skirting. Strong association with locally prominent veterinarian, Dr. Maurice V. Wilmot.	Potentially recommend change from existing determination of NRHP not eligible (DAHP; 2011) to NRHP eligible: Criteria A, B, and C. Associated with local neighborhood development, associated with prominent veterinarian, representative example of Craftsman Bungalow with recessed porch.	

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WA 195	901 E 32nd Ave 89193	16235000	1939 Single Dwelling Side Gable - Minimal Traditional style. 1.5-story side-gabled residence with covered porch and dormer. Clad in grooved shingles with composition roofing. Fenestration consists of modern vinyl sash windows with vertically divided upper lights. Alterations include the replacement of the fenestration and the addition of a half-glass storm door over the original main entry door.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of the Minimal Traditional style.	
WA 228	714 E 26th St / Swan House 25528	16285000	1906 Single Dwelling Single dwelling - Queen Anne style. 2-story wood-frame residence with intersecting gambrel roof and projecting full-width porch. Clad in lapped wood siding with singled gable peaks. Fenestration is varied including double-hung 1-over-1 wood sash windows, a multilight bay window, paired sash windows topped by a leaded fanlight, and fixed oval windows in the tops of the gable peaks. Changes after 1980 include infill of the original recessed front porch, addition of the present porch, addition of a dormer window, and possible construction of addition onto building's rear. Possesses strong association with members of prominent Swan family.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 229	804 E 26th St 89226	16320000	<p>ca. 1900</p> <p>Single Dwelling/Business (Single Dwelling/Vacant)</p> <p>One-part commercial block/Single Dwelling - Victorian Folk style. Principal building: 1 story with irregular footprint topped by Dutch gable roof. Clad with tongue-and-groove siding and features covered porch to south and covered sleeping porch to east. Fenestration includes multi-light wood casement windows and 3-over-1 double-hung wood sash windows. To southwest is 1-story flat-roofed commercial building placed into embankment. Commercial building: covered in lapped wood cladding with two half-glass entry doors, two 3-over-1 wood sash windows, and two fixed windows with upper lights. 1973 assessor photos show main residence has been repeatedly altered with original front porch expanded, main entry moved, sleeping porch added, and alteration of the south elevation's windows. Commercial shop has also been altered with removal of earlier gable roof, replacement and rearrangement of fenestration, and replacement of cladding.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 367	Vancouver, WA; Spokane, Portland and Seattle Railway 90516	Multiple	<p>1908–1909, original construction; substantially altered 1983</p> <p>Rail-related</p> <p>Rail segment consisting of standard-gauge double track curving southeast on stone ballast atop an earthen berm. A 3,500-foot-long rail segment originating at the intersection of Esther Street and the BNSF mainline was relocated to the south of its 1908–1909 alignment. The railroad bridges over Columbia Street and I-5 were both completed in 1983.</p>	<p>Potentially recommended not eligible. Segment completed outside of historic period and not yet 40 years old or older. Segment does not contribute to determined eligible rail line (DAHP; 2008).</p>	
WA 368	610 E 5th St; Post Hospital 89315	38279962	<p>ca. 1903–1904</p> <p>Hospital (Vacant)</p> <p>No discernible form - Classical Revival style. 2.5-story brick masonry building with gable slate roof and prominent gabled dormers. Central block flanked by wings with glazed wraparound galleries. 3-story pavilion attached to south end after relocation from rear west end of building. Fenestration includes 2-over-2, 4-over-4, and 6-over-6 double-hung wood sash windows. Changes to building within historic period include the relocation of the south pavilion and the enclosure of the galleries. Subsequent changes have been minimal.</p>	<p>Contributing Resource to Listed District (2006).</p>	

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WA 369a	1105 E 5th St; Munitions Storehouse, Pearson Field Airport	38279914	ca. 1904/1925 Air-related (Museum) Utilitarian - No discernible style. 1-story wood-frame building clad in corrugated metal with painted roof. Fenestration limited to 6-light wood frame windows protected by steel shutters. Changes to building have been limited since its initial construction.	Contributing Resource to Listed District (1990, 2006).	
WA 369b	1105 E 5th St; Pearson Field Office, Pearson Field Airport	38279914	ca. 1918/1929 Air-Related (Museum) No discernible form - Craftsman style. 1-story wood-frame building with L-shaped footprint and intersecting gable roof. Exterior clad in wooden simple drop siding with composition roofing. Fenestration includes modern wood sash windows and half glass doors. Since construction for adjacent Mill during WWI, the building was moved to its present site in the 1920s and has been more recently altered with updated fenestration and additional porch awnings.	Contributing Resource to Listed District (1990, 2006).	

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WA 369c	1105 E 5th St; Original Pearson Hangar 89316/20553	38279914	ca. 1921/1925 Air-Related (Museum) No discernible form - No discernible style. 1-story hangar with low-pitched gambrel roof. Exterior clad in tongue-and-groove siding with roof covered in standing-seam metal panels painted with checkerboard. Fenestration includes large-scale sliding hangar (barn) doors and 36-light wood windows. Since construction, building has been restored and connected a new museum building to north.	Contributing Resource to Listed District (1990, 2006).	
WA 381a	Columbia River; Interstate Bridge (Vancouver-Portland Interstate Bridge) (northbound) 18781	2N1E33	1917 Road-Related (Vehicular) Through truss (Parker and Pennsylvania [Petit]) with vertical lift span. Large-scale bridge and approaches including 10 truss spans atop concrete piers, reinforced concrete approach bridge atop T-beams, and various associated features such as walkways, lift towers, a control room, maintenance room, etc. Bridge substantially altered between 1958 and 1960 when portions of raised and lengthened for increased height below. Additional small-scale updates over lifespan.	NRHP Listed (1982)	

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WA 381b	Columbia River; Interstate Bridge (Vancouver-Portland Interstate Bridge) (southbound)	2N1E33	1956–1958 Road-Related (Vehicular) Through truss (Parker and Pennsylvania [Petit]) with vertical lift span. Large-scale bridge and approaches including 10 truss spans atop concrete piers, reinforced concrete approach bridge atop T-beams, and various associated features such as walkways, lift towers, control room, maintenance room, etc. Small-scale features of bridge have been updated since completion including new traffic control features, decking, and changes to control tower.	Potentially recommended NRHP eligible: Criteria A and C. Associated with development of Interstate in Washington, unique example of design using Pennsylvania-Petit Truss.	
WA 382	1601 E Fourth Plain Blvd; Army Barnes General Hospital Communications Building 44853	986052057	ca. 1941 Hospital (Museum) No discernible form - Modern style. 1-story brick masonry building with flat roof and overhanging eaves, cast stone elements, and quoins. Fenestration includes multi-light steel windows covered by steel grills and a steel paneled entry door. Exterior has undergone few alterations since construction.	Potentially recommended NRHP eligible: Criteria A and C. Associated with WWII in Vancouver as last remaining building of earlier hospital complex, representative example Modern style with Stripped Classical elements.	

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WA 477	800 E 39th St 89357	12830000	c. 1930 Single Dwelling Workingman's Foursquare – Minimal Traditional style. 1-story hipped roof residence with unusual Flemish Bond brick masonry walls and coved eaves. Original fenestration and front door replaced with modern vinyl units after 2016.	Potentially recommend change from existing determination of NRHP eligible. (DAHP; 2013). Lacks sufficient integrity.	
WA 478	3915 I St 89358	12887000	1937 Single Dwelling Side Gable - Minimal Traditional. 1-story side-gabled residence with enclosed front gabled porch. Exterior is clad in stucco and roofed in composition shingles. Fenestration includes vinyl sash windows with false muntins. Alterations include replacement of original windows, shed-roofed addition at rear, and some changes to interior layout and finishes.	Potentially recommended not eligible. Lacks sufficient integrity.	

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WA 520	215 W 4th St; Lucky Lager Warehouse 89391	48400000	1916 Professional Utilitarian - No discernible style. 2-story utilitarian building with rectangular footprint and flat roof surrounded by stepped parapet. Walls constructed from reinforced concrete and structural clay tile with stucco façade, decorative belt course, and recessed paneling. Fenestration includes recessed aluminum frame window walls and fixed aluminum frame windows. Changes since construction include replacement of fenestration, addition of stucco, and complete remodel of interior.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 900	4201 Main St; Covington House 20458	12454005	ca. 1848 Single Dwelling (Museum) Gable Frontier/Homestead House - No discernible style. 1-story side-gabled dwelling with rectangular footprint constructed from hewn logs with half dovetail joints. Other features include shed-roofed addition at rear, river cobble chimney, 6-over-6 double-hung wood sash windows, and detached log outbuilding. Building has been moved since original construction and placed on a modern foundation. Other changes likely on interior.	NRHP Listed (1972)	

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WA 918a	601, 603 E Evergreen Blvd; Building 2 722233	38279941	1885 Single Dwelling (Business) Single Dwelling - Second Empire style. 2-story wood-frame residence with shingled mansard roof and multiple dormers. Exterior clad in wooden simple drop siding and fenestration includes wooden double-hung sash windows. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	
WA 918b	650, 652, 656 E Evergreen Blvd; Building 3 722236	38279942	1885 Multiple Dwelling (Business) Duplex - Queen Anne style. 2-story hipped roof with intersecting gables and corner tower. Clad in wooden drop siding with wood double-hung sash windows. Surrounded by wrap around porch with square posts and decorative balusters. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	
WA 918c	701, 703 E Evergreen Blvd; Building 1 89678	38279940	1885-1886 Single Dwelling (Business) Single dwelling - Second Empire style. 2-story wood-frame residence with shingled mansard roof and multiple dormers. Exterior clad in wooden simple drop siding and fenestration includes wooden double-hung sash windows. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	

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WA 918d	750, 754, 756 E Evergreen Blvd; Building 4	38279943	<p>1886–1887</p> <p>Multiple Dwelling (Business)</p> <p>Duplex - Queen Anne style. 2-story hipped roof with intersecting gables and corner tower. Clad in wooden drop siding with wood double-hung sash windows. Surrounded by wraparound porch with square posts and decorative balusters. Building has been restored to nearly original condition.</p>	Contributing Resource to Listed District (1974, 2006).	
WA 918e	800 A-D, 802 A-C, 804, 806 E Evergreen Blvd; Building 5	38279944	<p>1881</p> <p>Multiple Dwelling (Business)</p> <p>Duplex - Colonial Revival style. 2-story building with T-shaped footprint topped by an intersecting cross-gable roof. Exterior clad in wooden simple drop siding and inset with wooden 6-over-6 double-hung sash windows. Front surrounded by a wraparound porch with wooden posts and turned balusters. Building has been restored to nearly original condition.</p>	Contributing Resource to Listed District (1974, 2006).	

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WA 918f	850 E Evergreen Blvd; Building 6	38279945	<p>1903</p> <p>Multiple Dwelling (Business)</p> <p>Duplex - Colonial Revival style. 2.5-story building with T-shaped footprint topped by side-gabled roof and intersecting hipped roof with dormers. Walls clad in wooden clapboard siding with slate-covered roof. Fenestration consists of wooden 6-over-2 double-hung wood sash windows. Front defined by separate wraparound porches with columns and classical detailing. Building has been restored to nearly original condition.</p>	Contributing Resource to Listed District (1974, 2006).	
WA 918g	901, 903, 905 E Evergreen Blvd; Building 7	38279946	<p>1867</p> <p>Single Dwelling (Business)</p> <p>Single dwelling - Greek Revival style. 1.5-story residence with front-facing gable, covered porch, and rear addition. Cladding is wooden lapped siding with a composition roof. Fenestration includes fixed and double-hung wooden windows. Building has been restored to nearly original condition.</p>	Contributing Resource to Listed District (1974, 2006).	

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WA 918h	951, 953, 955 E Evergreen Blvd; Building 8	38279947	1867 Single Dwelling (Business) Single dwelling - Greek Revival style. 1.5-story residence with front-facing gable, covered porch, and rear addition. Cladding is wooden lapped siding with a composition roof. Fenestration includes fixed and double-hung wooden windows. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	
WA 918i	1001, 1003, 1005, 1007, 1009 E Evergreen Blvd; Building 9 717526	38279948	1886–1887 Multiple Dwelling (Business) Duplex - Queen Anne style. 2-story hipped roof dwelling with intersecting gables and corner tower. Clad in wooden drop siding with wood double-hung sash windows. Surrounded by wrap around porch with square posts and decorative balusters. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	
WA 918j	1051, 1053, 1055, 1057, 1059 E Evergreen Blvd; Building 10 718982	38279949	1885–1886 Multiple Dwelling (Business) Duplex - Queen Anne style. 2-story hipped roof with intersecting gables. Clad in wooden drop siding with wood double-hung sash windows. Surrounded by wrap around porch with square posts and decorative balusters. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	

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WA 918k	1106 E Evergreen Blvd; Building 11 (Grant House)	38279950	1849 Single Dwelling (Business) Single dwelling - No discernible style. 2.5-story building with L-shaped footprint, dual-pitched hip roof, and 2-story wraparound veranda. Hewn log construction clad in lapped wood siding with wood shingle roof. Fenestration includes 9-over-6 and 6-over-6 wooden double-hung sash windows. Substantial restoration efforts have returned building to late-nineteenth ca. appearance.	Contributing Resource to Listed District (1974, 2006).	
WA 918l	1151, 1153, 1155, 1157, 1161, 1163, 1165, 1167 E Evergreen Blvd; Building 12	38279951	1886 Multiple Dwelling (Business) Duplex - Colonial Revival style. 2-story side gabled residence with a U-shaped footprint, shed-roofed dormers, and a wraparound porch. Building is clad in wooden simple drop siding with square porch posts and turned wood balusters. Fenestration consists largely of 1-over-1 double-hung sash windows. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	
WA 918m	1201, 1203, 1205, 1207 E Evergreen Blvd; Building 13	38279952	1903 Multiple Dwelling (Business) Duplex - Queen Anne style. 2-story hipped roof dwelling with intersecting gables and corner tower. Clad in wooden drop siding with wood double-hung sash windows. Surrounded by wrap around porch with square posts and decorative balusters. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	

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WA 918n	1251, 1253, 1255 E Evergreen Blvd; Building 14	38279953	<p>1885</p> <p>Single Dwelling (Business)</p> <p>Single dwelling - Second Empire style. 2-story residence with shingled mansard roof and dormers. Exterior clad in wooden simple drop siding and fenestration includes wooden double-hung sash windows. Building has been restored to nearly original condition.</p>	Contributing Resource to Listed District (1974, 2006).	
WA 918o	1310, 1321, 1323, 1325 E Evergreen Blvd; Building 15 (Marshall House)	38279954	<p>1886</p> <p>Single Dwelling (Business)</p> <p>Single dwelling - Queen Anne style. 2.5-story dwelling with irregular footprint, complex roof form, wraparound covered porch, and projecting round tower. Clad in wooden drop siding with additional stylistic elements including fish scale shingles, sunburst motifs, and paneling. Fenestration includes wooden fixed and double-hung sash windows including numerous units with decorative upper sashes. Building has been restored to nearly original condition.</p>	Contributing Resource to Listed District (1974, 2006).	

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WA 918p	1351 E Evergreen Blvd; Building 16	38279955	1885 Multiple Dwelling (Business) Duplex - Colonial Revival style. 1.5-story duplex with side-gabled roof, wraparound porch, and dormers. Clad in wooden clapboard siding with 1-over-1 double-hung wood sash windows and bay windows. Porch detailing includes square wooden posts and turned wooden balusters. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	
WA 918q	1401, 1403, 1405, 1407 E Evergreen Blvd; Building 17	38279956	1884–1885 Single Dwelling (Business) American Foursquare - Italianate style. 2-story building with hipped roof and intersecting central gable, wraparound front porch, and L-shaped footprint. Clad in wooden drop siding with wooden double-hung windows and minimal ornamentation. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	
WA 918r	1451, 1453, 1455, 1457 E Evergreen Blvd; Building 18	38279957	1884–1885 Single Dwelling (Business) American Foursquare - Italianate style. 2-story building with hipped roof and intersecting central gable, wraparound front porch, and L-shaped footprint. Clad in wooden drop siding with wooden double-hung windows and minimal ornamentation. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 918s	1501, 1503, 1505, 1507 E Evergreen Blvd; Building 19	382799 58	<p>1884–1885</p> <p>Single Dwelling (Business)</p> <p>American Foursquare - Italianate style. 2-story building with hipped roof and intersecting central gable, wraparound front porch, and L-shaped footprint. Clad in wooden drop siding with wooden double-hung window and minimal ornamentation. Building has been restored to nearly original condition.</p>	Contributing Resource to Listed District (1974, 2006).	
WA 918t	1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567 E Evergreen Blvd; Building 20	38279959	<p>1884–1903</p> <p>Multiple Dwelling (Business)</p> <p>Duplex - Colonial Revival style. 2-story side gabled residence with U-shaped footprint, shed-roofed dormers, and wraparound porch. Clad in wooden simple drop siding with square porch posts and turned wood balusters. Fenestration includes 1-over-1 double-hung wood sash windows. Building has been restored to nearly original condition.</p>	Contributing Resource to Listed District (1974, 2006).	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 918u	1601, 1603, 1605, 1607 E Evergreen Blvd; Building 21 720862	38279960	1903 Multiple Dwelling (Business) Dormitory - Colonial Revival style. 2.5-story building with intersecting gable roofs, U-shaped footprint, and separate entries with covered wraparound porches. Clad in wooden clapboard siding with a composition roof and porch roofs from standing seam metal panels. Fenestration includes 2-over-2 wood sash windows. Building features classical ornamentation and elliptical windows in gable peaks. Building has been restored to nearly original condition.	Contributing Resource to Listed District (1974, 2006).	
WA 993	800 E 40th St; Kiggins Bowl 89684	12454005	ca. 1933 Sports facility No discernible form - PWA Moderne. Arc-shaped sports stadium built into natural bowl and surrounded by forested vegetation. Includes uncovered bench seating in front of covered seating beneath steel truss roof with announcers' box above. Constructed from reinforced concrete with brick veneer. Changes include addition of aluminum benches and some changes in setting through construction of adjacent school and fieldhouse.	Potentially recommended NRHP eligible: Criteria A and C. Associated with development of Vancouver, representative example of PWA Moderne, work of master architect Day Walter Hilborn.	 <p data-bbox="1444 1149 1896 1203">Note: Owing to resource location, image is derived from current 3D program models.</p>

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1107	415 E 13th St; Black Angus Steakhouse	39431001	1974 Restaurant One-part commercial block - Modern style. 1-story building with flat roof. Shed-roofed parapet covered with composition shingles placed over recessed shopfront on principal facade. Clad in tilt up pebble dash panels with limited fenestration. Changes since construction may include re-cladding of front roof.	Potentially recommended not eligible. Lacks significance under Criteria A, B, C, or D.	
WA 1123	905 E 29th St	17280000	1974 Multiple Dwelling Duplex - Contemporary style. 1-story Ranch-like building with low-pitched side-gable. Clad in vertically orientated channeled plywood siding and staggered shingles. Fenestration includes slider windows, hollow-core paneled doors with upper fanlights, and sliding plate glass doors. All fenestration appears to have been replaced.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1124	814 E 29th St	16851000	c. 1900 Multiple Dwelling No discernible form - No discernible style. 2-story building with rectangular footprint and Dutch gable roof. Clad with T1-11 plywood siding. Fenestration includes sliding aluminum and vinyl windows. Fenestration includes sliding aluminum frame windows. Building has been entirely reconstructed with second story added, fenestration added, cladding altered, porches altered.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1125	1110 E 33rd St; United Pentecostal Church	15820000	1970 Religious Facility No steeple - Contemporary style. 1-story building with daylight basement. Low-pitched side-gable roof with shed roof extension and wide overhang with exposed rafter tails. Clad in lapped vinyl siding above masonry wainscotting. Fenestration includes vinyl double-hung and horizontal slider windows. Alterations include replacement of original cladding and fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1127a	1108-1110 E 37th St 551888	19960000	1969 Multiple Dwelling Duplex - Modern style. 2-story building with rectangular footprint and front gabled roof. Clad in T1-11 plywood siding and lapped horizontal wood siding. Fenestration includes aluminum and steel doors and sliding vinyl windows. Changes since construction include new fenestration and reconstruction of projecting porch.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1127b	1112-1114 E 37th St 551888	19960000	1969 Multiple Dwelling Duplex - Modern style. 2-story building with rectangular footprint and front gabled roof. Clad in T1-11 plywood siding and lapped horizontal wood siding. Fenestration includes aluminum and steel doors and sliding vinyl windows. Changes since construction include new fenestration and reconstruction of projecting porch.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1137	101 SE Columbia Way; Joe's Crab Shack 89672	47585000	1980 Restaurant Demolished 2022	Resource demolished. No further action recommended.	
WA 1138	111 SE Columbia Way; Who Song and Larry's	38279908; 502300000	1980 Restaurant No discernible form - Roadside style. 2-story building with intersecting hipped forms, gables, and central square tower. Clad in clapboard siding with fenestration including multi-light windows with false muntins and ornamental stained-glass units. Large patio constructed onto south river side of building. Shortly after construction the building's interior appears to have been altered to suit a Mexican theme.	Potentially recommended NRHP eligible: Criteria A and C. Associated with development of Vancouver in late twentieth century, representative example of Roadside style.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1142	1500 D St	40400000	<p>1977</p> <p>Business</p> <p>Strip Commercial - Late Modern style. 1-story commercial block with parking lot and flat roof. Exterior composed of heavy piers separating aluminum frame window walls topped by corrugated metal shed-roofed awnings. Piers clad in random ashlar masonry sheets beneath imitation wood fiber cement lapped siding. Alterations include changes to cladding between 2004 and 2007 and likely changes to awning materials.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1144	1514 E St	40410000	<p>1977</p> <p>Professional</p> <p>Commercial - Modern style. 1-story hipped roof commercial office clad with T1-11 plywood siding. Fenestration included fixed aluminum windows and recessed entries. Minimal changes since construction.</p>	<p>Potentially recommended NRHP eligible: Criteria A and C.</p> <p>Associated with development of Vancouver in late twentieth century, representative example of Modern style with Northwest Regional elements applied to professional building.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1148	605 E Evergreen Blvd; Vancouver Police Department	38279916	<p>1975</p> <p>Correctional Facility</p> <p>No discernible form - Modern style. 2-story building with T-shaped footprint and prominent radio antenna against west elevation. Clad in brick masonry and stucco with fixed aluminum frame windows, an aluminum frame window wall entry, and roll up metal garage doors. Possible replacement of some windows in south elevation but otherwise few notable changes to exterior.</p>	<p>Potentially recommended NRHP Eligible: Criteria A and C.</p> <p>Associated with development of Vancouver, representative example of the Modern style applied to law enforcement building.</p>	
WA 1159	3921 I St	12882000	<p>1981</p> <p>Multiple Dwelling</p> <p>Four Unit Block - Contemporary style. 2-story multi-unit dwelling topped by gable roofs with extended eaves over separate garages. Clad in grooved vertical plywood siding with composition roofing. Fenestration consists of vinyl fixed, awning, and casement windows with 6-panel metal doors and stamped metal garage doors. Changes since construction include replacement of original aluminum frame windows and plywood garage doors.</p>	<p>Potentially recommended not eligible. Lacks sufficient integrity.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1160	3919 I St	12884000	<p>1981</p> <p>Multiple Dwelling</p> <p>Duplex form - Contemporary style. 2-story duplex topped by gable roofs with extended eaves over separate garages. Clad in grooved vertical plywood siding with composition roofing. Fenestration consists of vinyl fixed, awning, and casement windows with 6-panel metal doors and stamped metal garage doors. Changes since construction include replacement of original aluminum frame windows and plywood garage doors.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1162	3601 I St	14763000	<p>1974</p> <p>Multiple Dwelling</p> <p>Duplex - No discernible style. 1-story side-gabled residence with recessed entries. Clad in vinyl horizontal siding with composition roofing and vinyl sliding windows. Detached rear carport with shed between bays. Since construction, exterior cladding and fenestration have been replaced.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1163	3405 I St	15240000	<p>1971</p> <p>Multiple Dwelling</p> <p>Duplex - Mansard style. 2-story dwelling clad in rubble masonry veneer and T1-11 plywood paneling beneath a standing-seam metal roof. Fenestration includes sliding vinyl windows and multi-paneled wood doors. Since construction original aluminum frame windows and cedar shake roof have been replaced.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1164	2601-2603 K St	17980000	<p>1979</p> <p>Multiple Dwelling</p> <p>Duplex - No discernible style. Unusual 2-story side gabled duplex with attached garages. Clad with T1-11 plywood siding and variegated brick masonry veneer. Fenestration includes sliding aluminum windows and multi-panel pedestrian and garage doors. Changes since construction include replacement of one garage door</p>	<p>Potentially recommended NRHP eligible: Criteria A and C.</p> <p>Associated with local neighborhood development, representative example of duplex form with elements of late twentieth century stylistic elements.</p>	
WA 1165a	2714 K St	17570000	<p>1973</p> <p>Multiple Dwelling</p> <p>Duplex - Contemporary style. 1-story building with L-shaped footprint and Dutch gable roof with wide overhang. Clad in T1-11 plywood paneling with vinyl and aluminum sliding windows and doors covered by aluminum storm doors. Changes include the replacement of some original fenestration.</p>	<p>Potentially recommended not eligible. Does not meet Criteria A, B, C, or D. Lacks sufficient integrity.</p>	
WA 1165b	2716 K St	17570000	<p>1973</p> <p>Multiple Dwelling</p> <p>Duplex - Contemporary style. 1-story building with L-shaped footprint and Dutch gable roof with wide overhang. Clad in T1-11 plywood paneling with vinyl sliding windows and doors protected by aluminum combination storm/screen doors. Changes include the replacement of the original fenestration.</p>	<p>Potentially recommended not eligible. Does not meet Criteria A, B, C, or D. Lacks sufficient integrity.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1166	3505 K St	20231000	<p>1971</p> <p>Multiple Dwelling</p> <p>Duplex - Contemporary style. 1-story building with L-shaped footprint and Dutch gable roof with wide overhang. Exterior of building is clad in T1-11 plywood paneling with vinyl sliding windows and doors protected by aluminum combination storm/screen doors. Alterations since construction appear to have been minimal.</p>	<p>Potentially recommended NRHP eligible: Criteria A and C.</p> <p>Associated with local neighborhood development, representative example of Contemporary style applied to duplex form. Property is best example of its type in APE.</p>	
WA 1167	3501 K St	20220000	<p>1971</p> <p>Multiple Dwelling</p> <p>Duplex - Contemporary style. 1-story building with L-shaped footprint and Dutch gable roof with wide overhang. Clad in grooved vertical plywood siding with panels of wooden lapped siding. Fenestration includes sliding aluminum frame windows and doors covered with combination storm/screen doors. Alterations include the removal of one window and addition of carport.</p>	<p>Potentially recommended not eligible. Does not meet Criteria A, B, C, or D. Lacks sufficient integrity.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1168a	2901 K St	19885000	<p>1968</p> <p>Multiple Dwelling.</p> <p>Duplex - Contemporary style. Unusual 1-story duplex with Dutch gable roof and recessed rear carports. Clad in lapped wood siding and brick masonry veneer. Fenestration includes aluminum sliding windows and stamped metal multi-panel doors. Minimal changes since construction.</p>	<p>Potentially recommended NRHP eligible: Criteria A and C.</p> <p>Associated with local neighborhood development, representative example of Contemporary style applied to duplex form. Property is best example of its type with inset carport in APE. May be part of same development with WA 1168B.</p>	
WA 1168b	2901 K St	19885000	<p>1968</p> <p>Multiple Dwelling.</p> <p>Duplex - Contemporary style. Unusual 1-story duplex with Dutch gable roof and recessed rear carports. Clad in lapped wood siding and brick masonry veneer. Fenestration includes aluminum sliding windows and stamped metal multi-panel doors. Minimal changes since construction.</p>	<p>Potentially recommended NRHP eligible: Criteria A and C.</p> <p>Associated with local neighborhood development, representative example of Contemporary style applied to duplex form. Property is best example of its type with inset carport in APE. May be part of same development with WA 1168A.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1182a	1009 E McLoughlin Blvd; Marshall Center	38279920	<p>1973</p> <p>Sports Facility</p> <p>No discernible form - Northwest Regional style. Large-scale 2-story building with irregular footprint and complex roof of staggered gables. Clad in flush vertical cedar siding with aluminum frame fixed windows in side gables and aluminum frame window walls in gable ends. Substantial remodel in 2007 included new addition on front, replacement of all fenestration, and various interior improvements.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1182b	1009 E McLoughlin Blvd; Rudy Luepke Senior Center	38279920	<p>1979</p> <p>Meeting Hall</p> <p>No discernible form - Northwest Regional style. 1-story building with irregular footprint and deck roof with projecting gables and shed roofed service addition to east. Clad in vertical cedar siding with wood-framed window walls and exposed woodwork in interior. Alterations include enclosure of an original mechanical space to east with walls and shed roof. Other small-scale alterations likely.</p>	<p>Potentially recommended NRHP eligible: Criteria A and C.</p> <p>Associated development of Vancouver and expansion of senior services, representative example of the Northwest Regional style applied to an institutional building.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1182c	1069 E McLoughlin Blvd / Marshall Park	38279920, 38279934, 38279937	1963 Park Park - No discernible style. 14-acre park including community center, senior center, large greenspace surrounded by mature trees, ballfield, community garden plots, and a playground currently under reconstruction. Substantially redesigned between 2002 and 2006 with updated circulation paths and other amenities.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1183	716 E McLoughlin Blvd; 716 East McLoughlin Apartments 561244	41550000	1969 Multiple Dwelling Dingbat - Modern style. 2-story apartment block with rectangular footprint, flat roof, and verandas. Exposed parking provided below grade and accessed by ramp. Clad in imitation wood lapped fiber cement siding and fenestration includes sliding vinyl windows and hollow-core 6-panel doors with vinyl side lights. Changes include replacement of original T1-11 paneling and updated fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1190	1800 W Reserve St	41482000	<p>1978</p> <p>Multiple Dwelling</p> <p>Multiple Dwelling - Contemporary style. 2-story dwelling with rectangular footprint, staggered side gables, and verandas. Clad in horizontal channeled plywood, grooved shingles in gable peaks, and brick veneer along ground story entries. Fenestration includes tripartite vinyl sliding windows and modern 6-panel doors. Alterations include replacement of doors and windows and possible changes to cladding and upper walkway railing.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1191	1920 W Reserve St	42008000	<p>1977 (Assessor)</p> <p>Multiple Dwelling</p> <p>Duplex - Garrison Revival style. 2-story side-gabled dwelling with upper-level jetty. Clad in T1-11 plywood siding with horizontal lapped wood under windows. Fenestration includes vinyl sliding windows and modern doors. Changes include replacement of some windows, doors, and some cladding.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1192	100 SE Columbia St; Interstate Bridge Transformer House / Portland Electric Power Company (PEPCO) Substation / Clark County Utility Substation 89097	47580000	1918 (1919?) Energy Facility (Vacant) Utilitarian - Classical Revival style. 2-story building with L-shaped footprint from reinforced concrete with flat roof. 2-story east half inset with multi-light steel frame windows. 1-story west half lit by fixed vinyl windows with false muntins. Exterior ornamented by minimal classical detailing. West half modified with stuccoed entry portico clad in standing-seam metal panels. Building relocated to present site in historic period. West entry and windows have been updated, as have building garage doors and garage bays.	Potentially recommended NRHP eligible: Criterion A. Associated with development of Vancouver, associated with development of Pacific Highway in Washington.	
WA 1200	210 W 3rd St / 300 Washington St 33607	48420000	1930/1940 Specialty Store (Business) One-part block - No discernible style. 1-story converted warehouse with rectangular footprint and flat roof. Altered between 2015 and 2017 with fiber cement and corrugated metal cladding, adjustments to original apertures, replacement of original fenestration with multi-light aluminum units, and likely alterations to interior layout and finishes. Among few remainders of historic building stock in urban renewal area.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1201	210 W 4th St 33608	48350000	1890 Business Demolished 2022	Resource demolished. No further action recommended.	
WA 1202	412 Washington St	48320000	ca. 1981–1990 Business Demolished 2022	Resource demolished. No further action recommended.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1203	400 Columbia St / Webber Machine Works 33638	48750000	1917 Specialty Store (Business) Two-part block - Commercial style. 2-story masonry building with rectangular footprint, decorative brick facades, and flat roof pierced by gables. Addition constructed to rear clad in stucco. Fenestration includes deeply set fixed windows with reflective glazing. Extensive renovations in 1980s include addition, replacement of wood windows, and relocation of primary entry. Also among few remainders of historic building stock in urban renewal area.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1204	514 Washington St 89382	48250000	1920 Restaurant (Business) One-part block - No discernible style. 1-story building with rectangular footprint and flat roof. Clad in brick and sheet masonry with multi-light arched windows. Heavily altered between 2007 and 2012—current style and fenestration does not represent original design.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1205a	202 W 5th St / 500 Washington St 33692 / 89099	48310000	1920 Specialty Store One-part block - Commercial style. Brick masonry building with flat roof fronted by decorative parapet on south and east elevations. Original shopfronts partially infilled with transoms removed and plate glass windows replaced with modern steel-framed windows and a full glass door.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1205b	502-504 Washington St 33566	48310000	ca. 1910 Business Two-part block - Commercial style. Flat roofed 2-story brick masonry building with single shopfront adjacent to upper-level entry. Shopfront clad in stucco with midcentury aluminum-frame windows and recessed entry. Two original wood sash windows in upper level with granite surrounds. Since construction, original shopfront replaced and original cornice removed.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1206	506 Washington St 89381	48300000	<p>1910</p> <p>Specialty Store</p> <p>Two-part block - Commercial style. Flat roofed 2-story building with shopfronts and garage door. Shopfronts clad in stucco with Art Deco detailing. Upper level shows paired aluminum sash windows beneath brick arches. Façade and second story are later addition visible in Sanborns and in alternating brick/structural clay tile in north elevation. Changes since expansion include replacement of upper windows and possible infill in north elevation.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1207	510 Main St / Evergreen Hotel Annex 33666	47860000	<p>1950</p> <p>Hotel (Multiple Dwelling)</p> <p>Two-part vertical block - Italian Renaissance Revival style. 5-story building from reinforced concrete with flat roof and rectangular footprint. Some decorative ornamentation for compatibility with hotel to south (WA 21). Fenestration includes aluminum-frame single-hung sash windows on upper stories and aluminum-frame multi-light shopfront windows beneath original wood transoms on ground floor. Fenestration replaced since built.</p>	Potentially recommended not eligible. Lacks significance under Criteria A, B, C, or D.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1208	114 E 6th St 33714	38665000	1920/1950 Specialty Store (road-related (vehicular)) One-part block - Streamlined Moderne style. 1-story roofless shell built from reinforced concrete with irregular footprint. Recessed curved window wall facing southeast. Window glazing gone and partially replaced with welded metal grating. Original garage door apertures provide access to interior parking lot within footprint. Building fully gutted since construction.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1209	606 Broadway St / Sparks Motor Car Company 33615	38580000	1919/1935 Specialty Store (Restaurant) One-part block - Commercial style. 1-story building with rectangular footprint and flat roof and decorative parapet. Built from reinforced concrete clad in stucco. Original shopfront windows, transoms, and awning may remain on north half. South half altered with infilled garage door creating pedestrian entry and the replacement of original windows with 9-light aluminum frame units.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1210	107 E 7th St / Fraternal Order of Eagles 33613	38600000	1920/1955 Meeting Hall (Business) One-part block - No discernible style. 1-story building with rectangular footprint and gable roof behind parapet. North elevation clad in lapped fiber cement boards with central sheet masonry panel. Includes five street entries: two flush door entries and shopfront entries surrounded by aluminum-frame window walls with mullions and false muntins. Heavily altered since original construction and no part of historic fabric is visible from street.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1211a	610 E 5th St/ Old Mule Barn (Artillery Stable) 18657	986053203	1910 Defense/military facility 1-story, brick masonry building with rectangular footprint and monitor roof clad in composition shingles. All apertures possess arched tops with concrete sills. Fenestration includes 9-light windows with louvered vents. Principal entry provided through large aperture in south elevation. Alterations since construction include adjustments to entry, interior layout, and roof cladding. Building rehabilitated in 1980s.	Potentially recommend no change from existing determination of NRHP eligible (DAHP; 1984). Associated with the development of Vancouver Barracks, representative example military stable.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1211b	1200 E Fourth Plain Blvd / Federal Highway Administration 55507	986053203	ca. 1932–1949 Commercial/institutional facility No discernible form - No discernible style. 2-story, brick masonry main structure, with a 1.5-story brick masonry wing addition to the east, and 2-story bridging brick masonry structure in the center. Original steel casement factory sash windows have been modified and/or replaced throughout the entire facility. Flat-roofed entry pavilion on the south façade appears to be a relatively recent addition.	Potentially recommend no change from existing determination of NRHP not eligible. (DAHP; 2008).	
WA 1213	608 E 15th St 33605	40600000	ca. 1911–1928 Single Dwelling Bungalow - Craftsman style. 1.5-story front-gabled residence with rectangular footprint and full-length recessed porch. Foundation from decorative concrete blocks with channel drop wood siding and wood shingles above. Wood sash windows with decorative transoms in south elevation with modern stamped metal front door. Changes include reconstruction of front porch, updated balustrade, and modern entry door.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1214	611 E 16th St	40560000	<p>ca. 1981–1990</p> <p>Financial Institution (Professional)</p> <p>One-part block - Shed style. Small-scale 1-story shed-roofed building with brick corner piers and square footprint. Clad in vinyl lapped siding on west, south, and east elevations and split face concrete masonry units on north. Fenestration includes aluminum-frame windows with operable awnings. Originally constructed as a drive-in ATM for adjacent bank. Fully remodeled and walls infilled between 2007 and 2011.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1215	1601 G St 49709	40640000	<p>1925/1947</p> <p>Single Dwelling (Specialty Store)</p> <p>Side gable - Minimal Traditional style. 1.5-story side-gabled building with dormer, covered porch, and detached large-scale garage. Clad in imitation wood lapped fiber cement siding and staggered fiber cement shingles in gable peaks. Fenestration includes vinyl sash and sliding windows and the roof is clad in standing seam metal panels. Since construction, footprint, cladding, roofing, and fenestration have all been altered.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1216	705 E 17th St 49649	40630000	1928–1951 Single Dwelling Single dwelling - Minimal Traditional style. 1-story front-gabled residence with covered porch and rear gabled addition with recessed porch. Clad in wooden drop siding with half-glass wood doors and wood frame 2-over-2 double-hung sash windows. Changes include possible extension to rear in historic period.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of Minimal Traditional style applied to a vernacular cottage.	
WA 1217	701 E 17th St 49646	40631000	1901 (likely older) Single Dwelling I-House - Victorian Folk style. 1.5-story side gabled building with shed-roofed porch and 1-story projection to rear. Clad in imitation wood lapped fiber cement siding with composition roofing. Fenestration includes vinyl sash and sliding windows and modern stamped metal door. Substantial changes since historic period including replacement of stoop with porch, all fenestration, and original cladding.	Potentially recommend no change from existing determination of NRHP not eligible (DAHP; 2007). Lacks sufficient integrity.	
WA 1218	714 E 17th St 49753	41470000	ca. 1907–1911 Single Dwelling Side gable house - Victorian Folk style. 1.5-story side-gabled building with dormer and porch. Clad in wooden drop siding with 3-tab composition roof, vinyl sash windows, and modern half glass door. Changes include updated fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1219	712 E 17th St 49650	41460000	ca. 1928–1955 Single Dwelling Single Dwelling - No discernible style. 2-story cross gabled residence with L-shaped footprint and porch. Clad in imitation wood lapped fiber cement siding with board and batten gable peaks in Neo-Craftsman style. Vinyl sash and slider windows. Changes include new fenestration, cladding, and addition of porch between 2007 and 2011.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1220	704 E 17th St 49648	41450000	ca. 1901–1905 Single Dwelling Single dwelling - Victorian Folk style. 1.5-story front-gabled dwelling with dormer and recessed porch. Clad in simple drop siding with composition roofing. Fenestration includes vinyl sash and wood awning windows. Changes include alterations to original footprint, the addition of a second window to the principal south elevation, and the replacement of original windows.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1221	1812 W Reserve St 89144	41480000	1939 Single Dwelling Side gable - Minimal Traditional style. 1-story side-gabled residence with covered stoop, projecting bays, and detached garage. Clad in grooved cedar shingles with composition roofing. Fenestration includes some original multi-light wood windows some sliding vinyl windows, and modern metal 4-panel door with upper fanlight. Changes since construction include the replacement of some original fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1222	1814 W Reserve St 89398	41481000	1940 Single Dwelling Single dwelling - Craftsman style. Small-scale residence with 1-story front gable at front and 2-story side gable at rear including open porches. Clad in imitation wood fiber cement siding with composition roofing. Fenestration includes vinyl sash and sliding windows. Changes include the rear addition likely in 1970s or 1980s, replacement of cladding, and replacement of fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1223	1904 W Reserve St 89403	42030000	1908 Single Dwelling Single dwelling - Victorian Folk style. 1-story hipped roof dwelling with infilled front porch and rear shed-roofed extension. Clad in wooden drop cladding inset with vinyl casement windows with decorative margin lights. Changes since construction include the infill of the porch and replacement of the original wood sash windows.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1224	1908 W Reserve St 89404	42020000	1920 Single Dwelling Side gable - Victorian Folk style. 1-story side-gabled residence with front porch and projecting wing. Clad in fiber cement sheets with vinyl sash and multilight fixed windows. Since construction, original wooden drop siding has been covered, windows have been replaced, and front porch added. Footprint alterations likely occurred in historic period.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1225	1918 W Reserve St 89405	42010000	1915 Single Dwelling Single dwelling - Queen Anne style. 1.5-story front-gabled residence with recessed porch, bay window, and side dormers. Clad in simple drop siding with singled gable ends. Fenestration includes vinyl sash windows rear 6-light casement windows, and a 4-panel metal door with fanlight. Changes include the replacement of the original fenestration and the addition of vents in the south gable end.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1226	1924 W Reserve St 89406	42000000	1908 Single Dwelling Single dwelling - Queen Anne style. 1.5-story front-gabled residence with side dormer and bay window. Clad in lapped vinyl siding with aluminum-frame sash and sliding windows. Changes include replacement of original cladding and fenestration and likely infill of original recessed porch.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1227	815 E 20th St 25505	41990000	1901 Single Dwelling Single Dwelling - Queen Anne style. 1.5-story hipped roof residence with projecting gable, dormer, and covered porch—partially infilled. Clad in false bevel drop siding, shingles, and lapped wood siding. Fenestration includes fixed, sliding, multi-light casement, and 1-over-1 sash vinyl windows. Some original wood windows still extant and modern fanlight added to gable peak. Changes include fenestration, infill and re-opening of porch.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1228	1907 H St 89429	41930000	1928 Single Dwelling Single Dwelling - Craftsman style. 1.5-story residence with L-shaped footprint and nested front gables. Clad in fiber cement siding with board and batten, lapped, and shingle varieties. Fenestration includes vinyl sash windows with margin lights and Craftsman style door. Cladding, fenestration, and interior finishes all altered between 2016 and 2017.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1229	1911 H St 89172	41940000	1919 Single Dwelling Workingman's Foursquare - Victorian Folk style. 1-story hipped roof residence with full width recessed porch, historic-age rear addition with upper dormer, and attached garage. Clad in clapboard with brick veneer along podium. Fenestration includes vinyl sash windows and modern wood front door. Changes include the relocation of original stairway to porch and replacement of original fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1230	812 E 20th St 89408	44470000	1925 Single Dwelling Side gable - Craftsman style. 1-story side-gabled residence with projecting front porch and likely historic-age shed-roofed addition at rear. Clad in lapped vinyl siding with scalloped wood shingles above porch. Fenestration includes wood sash cottage windows with full glass entry door. Changes include enclosure and covering of original stickwork porch and re-cladding.	Recommended not eligible. Lacks sufficient integrity.	
WA 1231	821 E 22nd St 89415	44420000	1938 Single Dwelling Side gable - Cape Cod style. 1.5-story side-gabled residence with upper dormers and rear shed-roofed addition. Clad in vinyl siding with steel porch awning and apparently original multilight and 1-over-1 sash windows covered in protective storm glazing. Changes since construction include rear addition and re-cladding.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1232	817 E 22nd St 89411	44400000	1938 Single Dwelling Gabled Front and Wing - Minimal Traditional style. 1.5-story residence with intersecting gables, covered porch, dormer, and prominent chimney. Clad in lapped vinyl siding with varying multi-light windows including original wood sash and modern vinyl sash units. Changes include new cladding, new windows, and the addition of the front porch since recorded in 1973.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1233	815 E 22nd St 89149	44395000	1938 Single Dwelling WWII Era Cottage - Minimal Traditional style. 1-story hipped roof residence with wood simple drop siding. Fenestration includes multi-light wood windows often arranged at corners and solid wood door with diamond light. Alterations limited to replacement of original rear door and kitchen window.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of Minimal Traditional style.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1234	810 E 22nd St 89422	44815000	<p>ca. 1920 (moved ca. 1952)</p> <p>Single Dwelling</p> <p>Bungalow - Craftsman style. 1.5-story front-gabled residence with dormers, covered front porch, and attached rear garage. Clad in lapped wood and staggered shingles with modern vinyl windows and iron railings. Assessor build date is 1920; however, building not present on 1949 Sanborn. Likely moved in 1952 during highway construction. Residence heavily remodeled in 2006 leaving almost no trace of historic fabric or design.</p>	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	
WA 1235	2204 I St 89423	44810000	<p>ca. 1920 (moved ca. 1948)</p> <p>Single Dwelling</p> <p>American Foursquare - Craftsman style. 2.5-story hipped roof dwelling with side projection, front-facing dormer, wraparound porch, and attached garage. Clad in imitation wood fiber cement lapped siding with vinyl sash windows and modern entry door. Assessor build date is 1920; however, building not present on 1928 Sanborn. Likely moved before 1948 when first listed in directory. Changes include alterations to floorplan, cladding, and fenestration.</p>	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1236	2208 I St 89424	44805000	1916 Single Dwelling Single dwelling - Craftsman style. 1.5-story front-facing gabled residence with dormers, recessed entry, and shed-roofed extension to side. Clad in grooved wood shingles with knee braces supporting overhang. Fenestration includes vinyl sash and grouped windows with modern leaded glass entry door. Changes include updates to fenestration and entry door.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1237	2212 I St 89425	44800000	1940 Single Dwelling WWII Era Cottage - Minimal Traditional style. 1-story hipped roof residence with detached garage. Clad in roman brick wainscotting and grooved wood shingles above. Fenestration includes modern vinyl sash and fixed windows with false shutters and modern paneled entry door. Changes include loss of original fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1238	2220 I St	44792000	<p>ca. 1950</p> <p>Single Dwelling</p> <p>Single dwelling - No discernible style. 1.5-story dwelling with steeply pitched front gable roof and front addition topped by nested gable over recessed porch. Clad in imitation wood lapped fiber cement with vinyl sliding windows and stamped metal door. Assessor date of 1995 is incorrect and building not present on 1949 Sanborn. Changes include updated cladding, fenestration, front addition, and numerous interior alterations shown in 2021 rental listing.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1239	2221 H St / Marshall House 97181	44780000	<p>1915</p> <p>Single Dwelling</p> <p>Single dwelling - Craftsman style. 1.5-story residence with complex intersecting gable roof and minimal overhang. Clad in shingles. Fenestration includes 1-over-1 and multilight vinyl sash windows and 4-light vinyl casement windows. Changes since construction have been extensive including expansions to footprint, and replacement of fenestration.</p>	Potentially recommend no change from existing determination of NRHP not eligible (DAHP; 2009). Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1240	517 E Fourth Plain Blvd 89632	44110000	1920 Religious Facility No steeple - Tudor Revival style. 1-story building with gable roof. Stucco and stone cladding with decorative half timbering and jig sawed bargeboards. Fenestration includes vinyl sash windows and one 6 light wood casement unit. Tudor character added in remodel between 2007 and 2011.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1241	513 E Fourth Plain Blvd 89633	44120000	1940 Single Dwelling Side gable - Minimal Traditional style. 1-story side-gabled residence with covered stoop, prominent chimney, and attached garage. Clad in vinyl siding with vinyl sliding windows. Changes since construction include the replacement of original cladding and windows, as well as the removal of some window apertures.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1243	600 E Fourth Plain Blvd 89213	17875000	1927 Multiple Dwelling Duplex-Spanish - Mission Revival style. 1-story flat roofed dwelling with arcaded porch, stucco cladding, and detached garage. Fenestration includes sliding vinyl windows, fixed arched windows, an arched wood entry door, and a full glass entry door with multi-light side lights. Changes include the replacement of the original sash windows between 2011 and 2014 and the original arched windows at an earlier date.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1244	608 E Fourth Plain Blvd 20321	17890000	1923 Single Dwelling Bungalow - Craftsman style. 1-story side-gabled residence with covered front gable porch. Notable cobble masonry chimney and podium with lapped vinyl cladding above. Additional Craftsman detailing including knee braces and intricate porch roof piers. Original sash windows may be present behind aluminum frame storm covers. Changes include re-cladding, some updated fenestration, and removal of central knee brace.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1245	607 E 27th St	17870000; 17912000; 17910000	1978 Multiple Dwelling Duplex - Contemporary style. 1-story front-gabled dwelling with front carport divided by enclosed storage. Clad in slump block masonry inset with T1-11 plywood siding beneath windows and in gable peak. Rubble masonry veneer on chimney. Fenestration includes aluminum fixed and sliding windows. Changes include possible update to entry doors but otherwise largely intact.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of Contemporary style applied to duplex form.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1246	611 E 27th St 89473	17865000	ca. 1938 (likely wrong) Single Dwelling Bungalow - Craftsman style. 1.5-story residence with nested front gables, front porch, and rear garage. Clad in lapped wood siding with shingled gable ends, fiber cement skirting, and battered columns. Fenestration includes grouped vinyl sash and sliding windows often with margin lights. Construction date may be wrong but limited data found. Changes include fenestration, cladding, and porch reconstruction.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1247	617 E 27th St 89474	17880000	1915 Single Dwelling Bungalow - Craftsman style. 1-story side-gabled dwelling with covered front porch. Clad in wooden shingles and horizontal lapped siding with grouped vinyl cottage sash windows and a half glass wooden entry door. Changes include addition of front porch and replacement of fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1248	701 E 27th St 89475	17900000	1936 Single Dwelling Side gable - Tudor Composite style. 1.5-story side-gabled residence with intersecting front gable above arched porch. Clad in imitation wood fiber cement lapped siding with vinyl casement, sash, and fixed windows. Changes include replacement of cladding and fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1249	711 E 27th St 89476	16265000	1929 Single Dwelling Gable front and wing - Tudor Composite style. 1.5-story dwelling with intersecting gables, prominent chimney, catslide roof, and large detached garage. Clad in wood shingles. Fenestration includes arched vinyl windows in bay and vinyl sash units. Changes include updated fenestration, addition of porch, possible reconstruction of chimney, and addition to rear.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1250	814 E 26th St 89491	16310000	ca. 1900 Single Dwelling Single dwelling - Victorian Folk style. 1-story with irregular footprint, covered front porch, side porch, and Dutch gable roof. Clad in tongue-and-groove siding with shingles. Fenestration is various including multi-light wood sash windows, wood sash cottage windows, aluminum casement windows, and multi-light wood doors. Changes include partial infill of porch, alterations to original fenestration, and addition of side porch.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1251	2611 I St 89490	16370000	1939 Single Dwelling WWII Era Cottage - Minimal Traditional style. 1-story hipped roof dwelling with projecting front gable and rear addition. Undergoing recladding at time of survey. Changes include updated fenestration, updated cladding, and addition at rear.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1252	2613 I St 89489	16380000	1941 Single Dwelling WWII Era Cottage - Minimal Traditional style. 1-story hipped roof dwelling with projecting front gable and lapped vinyl siding. Fenestration includes vinyl sliding and sash windows and a stamped metal entry door. Changes include replacement of original fenestration and cladding.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1253	900 E 27th St 89488	17630000	1942 Single Dwelling WWII era cottage - Minimal Traditional style. 1-story hipped roof dwelling with detached garage. Clad in roman brick with stone veneer wainscoting along south elevation and tile roofing. Fenestration includes wood-frame sash windows with aluminum storm covers and awnings. Changes include the addition of aluminum storm windows over original windows.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of the Minimal Traditional style.	
WA 1254	2707 I St 89487	17632000	1942 Single Dwelling WWII era cottage - Minimal Traditional style. 1-story hipped roof dwelling with attached garage and concrete stoop. Clad in lapped wood siding with vinyl slider windows with false muntins and a modern aluminum garage door. Changes include replacement of original fenestration and possible addition of garage within historic period.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1255	2709 I St 89486	17634000	1942 Single Dwelling WWII era cottage - Minimal traditional style. 1-story hipped roof dwelling with attached garage and concrete stoop. Clad in vinyl siding with vinyl sash windows and a modern aluminum garage door. Changes include replacement of original fenestration, replacement of cladding, removal of accent window by entry, and creation of covered patio at rear.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1256	904 E 28th St 89485	17275000	1947 Single Dwelling WWII era cottage - Minimal traditional style. 1-story hipped roof dwelling with attached garage and recessed entry. Clad in brick wainscotting beneath imitation wood lapped aluminum siding. Fenestration includes double-hung wood sash windows, a multi-light picture window, a plywood flush garage door, and a full glass entry door with glass block sidelights. Changes include replacement of original cladding, garage door, and addition of entry storm door.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local residential growth, representative example of the Minimal Traditional style.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1257	900 E 28th St 89484	17278000	1945 Single Dwelling Side gable - Minimal traditional style. 1.5-story side-gabled dwelling with enclosed brick entry and attached rear garage. Clad in lapped aluminum siding with fenestration of vinyl sash windows, vinyl picture windows, a solid wood entry door with storm door, and half glass secondary door. Changes include the replacement of original fenestration, cladding, and connection to rear garage.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1258	901 E 29th St 89483	17285000	ca. 1908 Single Dwelling Workingman's Foursquare - Victorian Folk style. 1-story hipped roof dwelling with rectangular footprint. Clad in wooden drop siding with projecting covered front porch and composition roofing. Fenestration includes wooden double-hung sash windows protected by aluminum storm windows and modern 4-panel door with upper fanlight. Changes include historic-age addition to rear, and replacement of entry door.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of the Workingman's Foursquare in Victorian Folk style.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1259	904 E 29th St 89482	16815000	1945 Single Dwelling WWII era cottage - Minimal Traditional style. 1-story hipped roof dwelling with recessed porch and detached rear garage. Clad in asbestos shingles and composition roofing with fenestration of fixed plate glass windows, 2-over-2 wood sash windows, 6-light awning windows in basement, and wood paneled entry door. Changes include replacement of front-facing windows and door in addition to recladding.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1260	900 E 29th St 89481	16810000	1950 Single Dwelling Single dwelling - Minimal Traditional style. 1-story front-gabled residence with covered stoop, prominent chimney, and infilled garage. Clad in combination brick masonry and lapped vinyl siding. Fenestration includes sliding aluminum-frame windows and paneled entry doors. Some windows have aluminum awnings. Changes since construction include infill of garage and replacement of original wood cladding.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1261	903 E 30th St 89479	16820000	1942 Single Dwelling Side gable - Minimal traditional style. 1-story side-gabled residence with attached garage and covered porch. Clad in lapped wood siding with fenestration of vinyl sash windows, stamped metal garage door, and modern 4-panel door with fanlight. Changes include addition of front porch awning and replacement of all fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1262	901 E 30th St 89480	16825000	1942 Single Dwelling Bungalow - Craftsman style. 1-story side-gabled dwelling with dormer, full width porch, attached garage, and rear covered patio. Clad in lapped wood siding with singled gable ends and composition shingle roofing. Fenestration includes vinyl sash windows with margin lights, a Craftsman style entry door with upper multi-light glazing, and a stamped metal garage door. Changes include updates to fenestration, addition of rear patio, and likely addition of front porch.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1263	902 E 30th St 89191	13668000	<p>1941 (moved 1951)</p> <p>Single Dwelling</p> <p>WWII era cottage - Minimal Traditional style. 1-story hipped roof dwelling with intersecting front-facing gable, gable covered entry, and semi-attached garage. Clad in stucco and brick masonry with scalloped vertical wood siding in gable end. Hipped roof with front gable wing. Brick and wood panel scalloped cladding. Fenestration includes 2-over-2 wood sash windows, original solid wood entry door, fixed picture window, and original wood 16-panel garage doors. Property moved in 1951 for highway construction. Further changes are limited to addition of plywood covering between main residence and garage, and possible update to picture window.</p>	<p>Potentially recommended NRHP eligible: Criterion C (Criteria Consideration B). Property moved in 1951 but remains a representative example of the Minimal Traditional style with a detached garage.</p>	
WA 1264	904 E 31st St 89507	16225000	<p>1937</p> <p>Single Dwelling</p> <p>Gable front and wing - Minimal Traditional style. 1-story side-gabled residence with front gable projection, covered stoop, and infilled side garage. Clad in lapped vinyl or aluminum siding with standing seam metal roofing. Fenestration includes sliding vinyl windows, aluminum sash windows, and fixed corner windows. Changes include recladding and reroofing, updated fenestration, and infill of original garage.</p>	<p>Potentially recommended not eligible. Lacks sufficient integrity.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1265	902 E 31st St 89192	16230000	1939 Single Dwelling Single dwelling - Minimal Traditional style. 1.5-story cross-gabled residence with hipped roof projection, covered stoop, and attached side garage. Clad in lapped fiber cement siding with composition roofing. Fenestration includes vinyl fixed and double-hung units, also stamped metal garage door. Changes include hipped roof addition to front, recladding, and updated fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1266	3201 I St 89508	15970000	1930 Single Dwelling Side gable - Craftsman style. 1-story side-gabled residence with covered front porch. Clad in lapped fiber cement siding with composition roofing and knee braces. Fenestration includes vinyl sash and fixed windows with decorative upper muntins. Changes include recladding and updated fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1267	3205 I St 89509	15975000	<p>1925</p> <p>Single Dwelling</p> <p>Side gable - Craftsman style. 1-story side-gabled residence with covered front porch and rear-gabled addition. Clad in asbestos shingles with composition roofing and stuccoed chimney. Fenestration partially obscured includes double-hung wood sash windows and fixed wood windows with entry door covered by security door. Aluminum awnings cover front windows. Changes include re-cladding, some updated fenestration, and rear addition (historic age).</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1268	3211 I St 89121	15980000	<p>1930</p> <p>Single Dwelling</p> <p>Side gable - Craftsman style. 1-story side-gabled dwelling with covered porch and rear historic-age addition. Clad in wooden drop siding with wooden double-hung cottage sash windows, and 6-panel wood entry door. Changes include addition of posts to support porch roof, possibly update of original entry door, and rear addition within built historic period.</p>	<p>Potentially recommended NRHP eligible: Criteria A and C.</p> <p>Associated with local neighborhood development, representative example of the Craftsman style applied to a cottage form. Property is the best example of its type in APE.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1269	3215 I St 89510	15985000	1950 Single Dwelling Single dwelling - Minimal Traditional style. 1-story front-gabled residence with rear addition. Clad in vinyl siding with composition roofing and sliding aluminum frame windows. Wooden porch covered by aluminum-frame awning. Changes include construction of rear addition, recladding, and updated fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1270	815 E 33rd St 556655	16000000	1910 Single Dwelling Side gable - Victorian Folk style. 1-story side-gabled residence with covered front stoop, historic-age rear addition, and detached garage. Clad in wooden drop siding with composition roofing. Fenestration includes wood cottage sash windows and multilight casement windows. Changes since historic age include possible addition of front porch awning and screen door.	Recommended not eligible. Building likely moved. Lacks significance for listing under Criterion Consideration B.	
WA 1271	814 E 33rd St 554789	15600000	1936 Single Dwelling Single dwelling - Minimal Traditional style. 1-story side-gabled residence with unusual chamfered corner entry and detached rear garage. Clad in imitation wood lapped fiber cement siding with vinyl sliding and sash windows, as well as modern paneled entry door with upper fanlight. Changes include some additions to footprint, recladding, and updated fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1272	904 E 33rd St 89194	15675000	1936 Single Dwelling Side gable - Minimal Traditional style. 1-story side-gabled residence with covered stoop and rear addition. Clad in lapped wood siding with vinyl sash windows, a vinyl picture window, and a half glass 9-light entry door. Changes include replacement of original 2-over-2 wood sash windows after 2003 and addition of rear wing with carport.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1273	905 E 34th St 89516	15680000	1931 Single Dwelling Gable front and wing - Tudor Composite style. 1-story side-gabled residence with projecting front gable and recessed porch. Clad in grooved wood shingles with wooden multi-light fixed, casement, and 1-over-1 sash windows. Modern stamped metal entry door with rounded stained-glass panel. Changes since construction appear limited to replacement of original entry door.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development and a representative example of the Tudor Composite style.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1274	901 E 34th St 89515	15690000	<p>1930</p> <p>Single Dwelling</p> <p>Gable front and wing - Tudor Composite style. 1.5-story side-gabled residence with projecting cross gable including catslide roof above recessed arched entry. Detached garage in rear. Clad in imitation wood aluminum lapped siding with composition roofing. Grouped wood sash windows and multi-light casement windows Likely addition to rear, possibly within historic period. Changes include addition, possible updates to some windows, and recladding. Built by A. E Collins in 1930, the house was the residence of Day W. Hilborn and family ca. 1934 to 1941. Hilborn retains a strong association with his self-designed residence at 3715 Clark Ave.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1275	900 E 34th St 89514	15230000	<p>ca. 1930</p> <p>Single Dwelling</p> <p>Single dwelling - Minimal Traditional style. 1-story side-gabled dwelling with projecting front porch, attached patio awning, and detached garage. Clad in lapped vinyl siding with T1-11 plywood siding in gable. Side gable roof. Wood lapped cladding. Fixed metal windows. Covered porch with front gable roof and metal posts.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1276	3400 I St	15280000	<p>1930</p> <p>Single Dwelling</p> <p>Side gable - No discernible style. 1.5-story side-gabled residence with a shed-roofed front porch and infilled carport alongside. Clad in lapped wooden siding with vertical wood siding in gable peaks and standing-seam metal roof. Fenestration includes aluminum sash windows and small 4-light fixed windows in gable peaks. Alterations since construction include the addition of the infilled carport, the alteration of the fenestration, and the possible addition of the front porch.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1277	3409 I St 89242	15241000	<p>ca. 1930</p> <p>Single Dwelling</p> <p>Bungalow - Craftsman style. 1.5-story dwelling with front-facing gable roof and covered front porch supported by classical columns. Clad in lapped wooden siding with fenestration consisting of 3-over-1 double-hung sash windows and a multi-light entry door. Alterations since construction include a rear addition (possibly historic-age), and updated vinyl fenestration.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1278	3415 I St 89513	15250000	1925 Single Dwelling Side gable - No discernible style. 2-story side-gabled dwelling with 1-story center and 2-story extension. Clad in lapped wooden siding with sliding aluminum-frame windows and a multi-paneled wooden entry door. Changes since construction include 2-story addition, replacement of original windows, and replacement of original fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1279	3410 I St	15270000	1930 Single Dwelling Bungalow - Craftsman style. 1.5-story side-gabled residence with front-gabled front porch and jerkinheads at each gable peak. Clad in vinyl siding with composition roofing. Fenestration consists of multilight sliding vinyl windows. Changes include replacement of original porch supports, original cladding, and original fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1280	3414 I St	15260000	<p>1930</p> <p>Single Dwelling</p> <p>Side gable - Minimal Traditional style. 1-story side-gabled residence with L-shaped footprint. Includes covered front porch and patio and detached rear garage possibly connected by overhang. Clad in vertically orientated grooved plywood siding with sliding aluminum-frame windows and composition roofing. Changes since construction include rear addition, replacement of fenestration, replacement of cladding, addition of patio, and connection to rear garage.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1281	814 E 35th St 544826	15039000	<p>1947</p> <p>Single Dwelling</p> <p>Ranch - Modern style. 1.5-story side-gabled residence with attached garage and carport and covered front porch. Clad in roman brick wainscoting with stucco above and horizontally orientated scalloped wood siding in gable end. Fenestration includes aluminum fixed and sliding, as well as vinyl sash windows. Changes since construction include addition of garage and carport and likely extension of original residence, and replacement of original fenestration.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1282	900 E 35th St 89511	15090000	1930 Single Dwelling Gable front and wing - Tudor Composite style. 1.5-story side-gabled residence with a projecting front-facing gable, recessed porch, and minimal eaves. Clad in vinyl lapped siding with aluminum-frame sliding windows. Changes since construction include replacement of cladding, replacement of windows, and some changes to interior floorplan and finishes.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1283	904 E 35th St 89512	15080000; 15095000	1930 Single Dwelling Side gable - Minimal Traditional style. 1-story side-gabled dwelling with covered front gabled front stoop and minimal eaves. Clad in lapped wood siding with a composition roof. Fenestration includes 3-over-1 double-hung sash windows, fixed picture window, and multi-panel metal entry door. Alterations since construction include replacement one window grouping with picture window and replacement of door.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1284	3504 I St	15037000	1953 Single Dwelling Side gable - Minimal Traditional style. 1-story side-gabled dwelling with attached front porch and irregular footprint. Lapped vinyl cladding with sliding vinyl windows and composition roofing. Changes since construction include additions on rear, changes to cladding, and changes to fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1285	3508 I St	15035000	<p>1942 (moved ca. 1950)</p> <p>Single Dwelling</p> <p>Side gable - Minimal Traditional style. 1-story side-gabled dwelling with covered front-gabled stoop, rear additions, and detached rear garage. Clad in grooved wood shingles with vinyl sash windows flanked by vinyl shutters. Assessor build date is 1942; however, building not present on 1949 Sanborn. Likely moved during highway construction. Other changes since construction include the addition of the porch roof, additions to rear, and changes to fenestration.</p>	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	
WA 1286	811 E 36th St 567195	15030000	<p>1941 (moved 1951)</p> <p>Single Dwelling</p> <p>Single dwelling - Minimal Traditional style. 1.5-story dwelling with a complex roofline of intersecting gable roofs, a corner entry, and an angled addition off side. Clad in imitation wood fiber cement lapped cladding with board and batten in gable peaks. Fenestration includes vinyl sash and vinyl fixed windows. Property moved in 1951. Other changes since construction include substantial alterations to its footprint, massing, cladding, and fenestration.</p>	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1287	3515 I St 89379	15105000	<p>1942 (moved 1950)</p> <p>Single Dwelling</p> <p>Side gable - Minimal traditional style. 1-story side-gabled dwelling with a rectangular footprint and detached rear garage. Clad in imitation wood aluminum lapped siding with roman brick wainscotting along one corner. Fenestration includes fixed aluminum-frame windows. Dwelling not present on 1949 Sanborn but noted as remodeled in 1950 from newspaper permits. Likely moved from original location. Alterations since remodel include possible rear addition, replacement of cladding, replacement of entry door, and addition of shutters.</p>	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion B.	
WA 1288	810 E 36th St 550857	14795000	<p>1950</p> <p>Single Dwelling</p> <p>Side gable - Minimal Traditional style. 1-story side gabled residence with a detached garage connected by covered walkway. Clad in brick masonry and vinyl lapped siding. Fenestration includes fixed, sliding, and sash vinyl windows and an aluminum garden window. Changes since construction include updated cladding, updated fenestration, and covered walkway to garage. Additional changes with garden shed/structures.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1289	3605 I St 89378	14765000	1955 Single Dwelling Single dwelling - Contemporary style. 1-story front-gabled residence with nested gabled garage and overhanging eaves supported by exposed beams. Clad in lapped vinyl siding with vinyl sliding windows and original wood garage door. Changes since construction include replacement of original cladding and original windows.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1290	3609 I St 89377	14766000	1920 (possibly moved ca. 1935) Single Dwelling Side gable - Craftsman style. 1-story side-gabled residence with jerkinheads in its gable peaks, a side addition, and an enclosed front porch. Exterior clad in plywood siding secured by battens with multi-light sliding vinyl windows. Assessor build date is 1920; however, building not present in 1928 Sanborn. Possibly moved in 1930s with first directory listing in 1938. Alterations since construction include side addition, changes to cladding, changes to fenestration, and enclosure of original front porch.	Potentially recommended not eligible. Building possibly moved. Lacks sufficient integrity for listing under Criterion Consideration B.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1291	3615 I St 89376	14768000	1924 (moved ca. 1952) Single Dwelling Single dwelling - Craftsman style. 1-story front-facing gable roofed dwelling with covered stoop, rear addition, and concrete masonry unit (CMU) foundation. Clad in lapped wood siding with vinyl sash, sliding, and fixed windows. Front entry door is multi-light half glass vinyl or stamped metal unit. Assessor build date is 1924; however, not present on 1949 Sanborn. Likely moved before first directory listing in 1952. Other changes since construction include replacement of fenestration, addition of basement, and side addition.	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	
WA 1292	3701 I St 89375	14686000; 14690000; 14691000	1930 (moved ca. 1970–1978) Single Dwelling Side gable - Minimal Traditional style. 1.5-story side-gabled dwelling with covered stoop, detached garage, upstairs porch, and minimal roof overhang. Clad in grooved wood shingles with a standing-seam metal roof. Fenestration includes aluminum sash and sliding windows, sliding aluminum doors, and a multi-paneled wood entry door. Assessor build date is 1930; however, building not present 1949 Sanborn. Likely moved. Changes since construction include addition of porch, rear addition, expansion of stoop, expansion of garage, alteration of roof cladding, and alteration of fenestration.	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1293	3712 I St 89353	14600000	<p>1948</p> <p>Single Dwelling</p> <p>Side gable - Minimal Traditional style. 1-story side gabled residence with minimal overhang, an enclosed front porch, rear covered patio, and detached garage. Clad in grooved wood shingles and lapped aluminum siding. Fenestration includes vinyl sash windows and full glass entry door. Changes since construction include replacement of fenestration, replacement of some cladding, and addition of rear patio.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1294	811 E 38th St 89354	14590000	<p>1938</p> <p>Single Dwelling</p> <p>Single dwelling - Craftsman style. 1-story dwelling with front-facing gable roof with jerkinheads and gable covered porch with jerkinhead. Detached garage at rear. Grooved wood shingle cladding. Fenestration includes storm windows over original 1-over-1 wood sash windows and one 3-light wood window (fixed?). Alterations include addition of aluminum storm windows, replacement of front door, and historic-age rear addition.</p>	<p>Potentially recommended NRHP eligible: Criterion A.</p> <p>Associated with local neighborhood development.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1295	3917 I St 89359	12885000	1949 Single Dwelling Side gable - Minimal Traditional style. 1-story side-gabled residence with recessed corner porch. Clad in imitation wood fiber cement lapped siding with vinyl sliding and sash windows. Alterations since construction include replacement of original cladding and fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1296	3615 K St	20245000	1958 Multiple Dwelling Ranch - Contemporary style. 1-story side-gabled duplex with projecting front gables and front paired garages. Clad in vertical grooved plywood siding with lapped wood gable peaks. Fenestration includes stamped aluminum garage doors, and vinyl sliding and sash windows. Alterations since construction include changes to footprint with front-facing gables and garages. Additional changes include replacement of fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1297	3607 K St 89571	20243000	<p>1930 (moved ca. 1950)</p> <p>Single Dwelling</p> <p>Side gable - Craftsman style. 1-story side-gabled residence with projecting front gable and gable-covered stoop. Clad in vinyl lapped siding with a composition shingle roof. Fenestration includes vinyl sash windows and a vinyl door with a half glass oval. Minimal ornamentation survives including some knee braces. Assessor build date is 1930, however, building not present on 1949 Sanborn. Likely moved for highway construction. Changes since construction include replacement of original cladding and fenestration.</p>	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	
WA 1298	3601 K St 89572	20241000	<p>1963</p> <p>Single Dwelling</p> <p>Ranch - No discernible style. 1-story side-gabled residence with projecting front-gabled attached garage. Clad in lapped wooden siding, as well as sheet masonry applied on garage and used as wainscoting on principal elevation. Fenestration includes sliding vinyl windows, a stamped aluminum garage door, and a vinyl entry door with a half glass oval. Changes since construction include the replacement of original cladding and fenestration.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1299	3511 K St 89573	20240000s	1940 Single Dwelling Gable front and wing - Victorian style. 1-story dwelling with L-shaped footprint, intersecting gable roof, and covered porch. Clad in vinyl siding with composition roofing. Fenestration includes vinyl sliding windows with false muntins. Changes include multiple expansions of building footprint, replacement of fenestration, relocation of entry door, and recladding.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1300	3509 K St 89574	20230000	1930 Single Dwelling Single dwelling - Minimal Traditional style. 1-story with intersecting gable roof and asymmetric front gable. Clad in grooved wood shingles and grooved vertical plywood siding. Fenestration includes aluminum-frame picture and sliding windows and paneled door with fanlight. Changes include expansion of front gable, partial recladding with T1-11, replacement of the original fenestration, and removal of chimney.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1301	3213 K St	15830000	1960 Single Dwelling Ranch - Minimal Traditional style. 1-story dwelling with L-shaped footprint and intersecting gable roof. Clad in grooved wood shingles with vertical wood siding and T1-11 plywood siding. Fenestration includes aluminum-frame picture and sliding. Alterations include infill of original garage using T1-11 cladding.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1302	3214 K St 89498	15840000	1928 Single Dwelling Single dwelling - Mansard style. 1-story dwelling with low mansard roof and covered porch. Clad in horizontal vinyl siding with composition roofing. Fenestration includes vinyl sash windows and modern paneled door with vinyl sidelights. Changes difficult to assess without early photo but appear to include alteration of roof form, replacement cladding, replacement fenestration, and updated porch.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1303	3208 K St 48989	15850000	1921 Single Dwelling Bungalow - Craftsman style. 1.5-story front-gabled building with recessed corner porch. Clad in wooden drop siding with vinyl windows and a modern front door. Some Craftsman features present in decorative knee braces and grouped windows. Since construction, building's fenestration has been replaced and its front porch altered with a new balustrade and stairway.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1304	3204 K St 89500	15860000	1913 Single Dwelling Bungalow - Craftsman style. 1-story side-gabled residence with L-shaped footprint and recessed corner porch. Clad in grooved vertical plywood siding with wood shingles and unusual wood paneling in gable peaks. Fenestration includes sliding vinyl windows. Since construction, an original shed dormer has been removed, windows have been replaced, and decorative timberwork has been removed along porch. Front porch may also have originally been full length. If extant, porch was altered within historic period.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1305	3200 K St 89501	15870000	1939 Single Dwelling WWII Era Cottage - Minimal Traditional style. 1-story building with irregular plan, hipped roof, and detached rear garage. Clad in imitation wood lapped vinyl siding. Original windows have been replaced by likely vinyl fixed and 1-over-1 sash windows. Since construction, exterior has been re-clad, windows have been wholly replaced, and small porch has been added along principal east elevation.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1306	3114 K St 89502	13455000	1942 Single Dwelling Side gable - Minimal Traditional style. 1.5-story side-gabled building with rectangular footprint, rear detached garage, and front-gabled front porch. Clad in imitation wood lapped vinyl siding with vinyl picture windows and vinyl sash windows. Since construction, building has been reclad and its windows wholly replaced.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1307	3106 K St 89503	13470000	1966 Multiple Dwelling Duplex - Contemporary style. 1-story building with L-shaped footprint and cross gabled roof with swept-back peak. Clad in lapped wood siding with T1-11 plywood siding in peaks. Fenestration includes sliding vinyl windows, paneled entry doors, and multi-light double doors. Since construction, fenestration has been replaced and a carport has been added onto the building's west end.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1308	3100 K St 89504	13471000	1910 Single Dwelling Side gable - Queen Anne style. 1.5-story side-gabled building with projecting front gable and covered front and side porches. Clad in lapped vinyl siding with imitation wood shingle vinyl roofing. Some windows obscured—most appear to be 1-over-1 wooden double-hung sash units. Changes include recladding and front porch column has been replaced with wood post.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1309	3014 K St 89505	13700000	1925 Single Dwelling Gable front and wing - Tudor Composite style. 1-story residence with high-pitched cross gabled roof with sloped front gable wing covering arched recessed entry. Clad in grooved wood shingles with prominent stuccoed chimney. Fenestration includes modern vinyl fixed and sliding windows, and wooden 6-light windows. Since construction, building has been extended to rear and most windows have been replaced.	Recommend Not Eligible. Lacks sufficient integrity.	
WA 1310	3012 K St 89506	13710000	ca. 1925 Single Dwelling Side gable - Cape Cod style. 1.5-story side-gabled residence with two dormers flanking intersecting gable of covered front porch. Clad in asbestos cement siding. Fenestration includes vinyl multi-light windows, original wooden multi-light windows, and modern four panel door with upper fanlight. Changes include recladding, some new fenestration, the removal of the chimney, and the alteration of the front porch piers.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1311	3004 K St 89119	13720000	1961 Multiple Dwelling Duplex - Contemporary style. Front-facing gable roof with recessed corner windows. Clad in roman-style brick wainscoting beneath lapped wooden siding. Principal elevation features tripartite sliding vinyl windows. Fenestration has been replaced since construction.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1312	2914 K St / William J. and Belle Kinney Residence 89659	16750000	ca. 1909 Single Dwelling American Foursquare - Classical Revival style. 2.5-story building topped by hipped roof with dormer. Principal entry covered by semi-circular balcony supported by classical columns. Balcony flanked on second floor by bay windows. Exterior clad in wooden clapboard with classical detailing including balusters, dentils, and modillions. Fenestration includes multi-light wooden casement windows likely multi-light vinyl sash windows in addition to 4-light wooden slider windows. Alterations since construction include replacement of some windows and likely addition to rear constructed during historic period.	Potentially recommended NRHP eligible: Criteria A, B, and C. Associated with local neighborhood development, associated with William and Belle Kinney, representative example Classical Revival style.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1313	2816 K St 89660	17290000	<p>1959</p> <p>Single Dwelling</p> <p>Split-Level - Contemporary style. 1.5-story residence with full-light basement, irregular footprint, and low-pitched hipped roof. Basement level clad in roman-style brick masonry with upper levels clad in lapped wood and horizontal wood cladding. Fenestration includes aluminum sliding windows and solid wood front door with decorative side lights covered by shed-roofed porch. Original garage infilled with stamped metal 4-panel door and multi-light vinyl window. Detached garage at rear of property. Since construction, garage has been infilled and shed roof added above principal entry.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1314	2800 K St 89661	17300000	<p>ca. 1920</p> <p>Single Dwelling</p> <p>Bungalow - Craftsman style. 2-story side-gabled building with dormer and detached rear garage. Clad in wooden false bevel drop siding and wood shingles with exposed eaves, knee braces, and an enclosed front porch. Fenestration consists of vinyl sash windows and 2-over-2 double-hung wood sash windows along enclosed porch. Alterations include removal of upper porch in front of central dormer, enclosure of original recessed porch, and replacement of much original fenestration.</p>	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1315	2700 K St 89661	17586000	1917 (moved ca. 1952) Single Dwelling Bungalow - Craftsman style. 1.5-story side-gabled residence with porch covered by front-facing gable and dormer added to rear. Detached garage at rear. Clad in horizontal lapped wood siding with composition roofing. Fenestration includes wood cottage sash windows and multilight windows. Some Craftsman detailing in stickwork around porch. Assessor build date is 1917; however, building not present on 1949 Sanborn. Likely moved for highway construction with first directory entry in 1952. Changes include addition of dormer at rear, and replacement of original front door.	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	
WA 1316	2614 K St 89663	17925000	1938 Single Dwelling Single dwelling - Minimal Traditional style. 1.5-story front-gabled residence with rear hipped addition and stoop cover. Clad in lapped wood siding with composition roof. Fenestration includes vinyl sash and sliding windows, also half-glass entry door and 6-panel metal doors. Changes since construction include rear addition since 1973, and updates to fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1317	2610 K St 89664	17935000	1942 Single Dwelling Side gable - Cape Cod Revival style. 1.5-story side-gabled residence with covered stoop and small-scale historic-age side addition. Clad in grooved wood shingles with vertical wood siding in gable ends and composition roof. Fenestration includes vinyl fixed and sash windows and 6-panel metal entry door. Changes include side addition and replacement of fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1318	2600 K St 89665	17950000	ca. 1920 Single Dwelling Side gable - Craftsman style. 1.5-story front-gabled dwelling with jerkinhead, prominent chimney, and formerly detached garage connected by covered walkway. Clad in vinyl siding with standing seam metal roof. Fenestration includes vinyl sash and sliding windows, multi-light half-glass metal door, and 4-panel metal door with upper fanlight. Changes include recladding, replacement of fenestration, addition of side porch, and addition of rear walkway.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1319	1200 E Fourth Plain Blvd / Vancouver Barracks National Cemetery 20317	38279906	1882 Cemetery No discernible form - No discernible style. Triangular cemetery with river cobble gateways. Includes mature vegetation along with combination of institutional and non-standard headstones.	Potentially recommend no change from existing determination of NRHP eligible (DAHP; 2016). Cemetery associated with the growth of the Vancouver Barracks.	
WA 1320	1401 E 29th St / St. James Acres Catholic Cemetery / Mother Joseph Catholic Cemetery of Vancouver	17450000	1871 Cemetery No discernible - No discernible style. Irregular-shaped cemetery with variety of headstones dating from late-nineteenth century to present. Longstanding Catholic cemetery connected to original St. James congregation.	Potentially recommended NRHP eligible: Criterion A and Criterion Consideration D. Cemetery associated with the development of Vancouver and its Catholic residents.	
WA 1321	1200 Fort Vancouver Way / Clark County Utilities 545211	38279918	1956 Public Works No discernible form - Modern style. Large-scale 3-story service center with rectangular footprint and flat roof. Includes double height colonnades.	Potentially recommend no change from existing determination of NRHP not eligible (DAHP; 2020).	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1322	WA-14 / Confluence Land Bridge	38279927	<p>2008</p> <p>Park</p> <p>No discernible form - No discernible style. Large-scale reinforced concrete pedestrian bridge constructed over SR 14. Roughly U-shaped footprint connects Old Apple Tree Park to Fort Vancouver. Bridge supports variety of native plantings and permanent Indigenous art installations. Includes contributions by architect Johnpaul Jones, artist/architect Maya Lin, and artist Lillian Pitt. Few changes have been made since construction.</p>	Potentially recommended not eligible. Lacks requisite significance for listing under Criterion Consideration G at present time.	 <p>Note: Note: owing to resource size, image is derived from current 3D program models.</p>
WA 1323	SR 14, State Road No. 8, North Bank Highway 33243	Multiple	<p>ca. 1905, original; substantially altered 1984</p> <p>Road-related (vehicular)</p> <p>Paved roadway stretching from Vancouver to Maryhill roughly paralleling north shore of Columbia River. Roadway includes four lanes and various on and off ramps within project area. Historic components of roadway are generally limited to alignment. Portions within project area west of SR 14 milepost 0.52 were completed in 1984.</p>	Potentially recommended not eligible. Segment completed outside of historic period and not yet 40 years old or older. Segment does not contribute to larger linear structure outside of APE.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1324	Fort Vancouver Alleé	Multiple	<p>ca. 1850s</p> <p>Cultural landscape</p> <p>From the Vancouver National Historic Reserve Cultural Landscape Report, October 2005: "The Civilian Conservation Corps were instrumental in introducing substantial plantings of canopy trees throughout Vancouver Barracks. Ornamental plantings were also added at the same time that new barracks buildings were constructed, and an alleé of trees was planted along the north-south river road. By the end of this time period, the upland Douglas fir forest was virtually gone due to expansion of city grid, and only a few remnants of the forest remained."</p>	<p>Potentially recommended NRHP eligible as a contributing resource to the existing Fort Vancouver National Historic Reserve Historic District.</p>	
WA 1325	100 Columbia St / Port of Vancouver Terminal 1 Dock [beneath former Red Lion Inn] 721495	502250000, 502246000, 502245000, 502240000	<p>1921</p> <p>Water-Related</p> <p>Utilitarian - No discernible style. Large scale rectangular dock supported by wood, steel, and concrete piles beneath wood and concrete decking all covered by poured concrete. Structure repeated altered with significant expansion in 1991.</p>	<p>Potentially recommended no change from existing determination of NRHP not eligible (DAHP; 2022). Lacks sufficient integrity.</p>	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1326	514 E 15th St 33604	40550000	1920 Single Dwelling No discernible form - Craftsman style. 1-story front gabled residence clad in staggered wood shakes. Fenestration includes sliding aluminum frame windows and stamped metal door. Changes since construction include all fenestration, cladding, and possible alterations to an original porch.	Potentially recommended no change from existing determination of NRHP not eligible (DAHP; 2021). Lacks sufficient integrity.	
WA 1327	610 E 25th St, Vancouver, WA 98663 / Arnada Park	45040000, 45150000, 45140000, 45195000, 44060000, 44070000, 44080000	1934 Park Park - No discernible style. Originally a ballfield constructed in 1934 by New Deal. Converted in 1979 to an open recreation field and playground, surrounded by paths. Trees along periphery screen from neighborhood and roadways. Field, paths, and plantings remain original to the 1979 re-design. Playground was modified and a gazebo added in 1992.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1328	815 E 29th St 559445	17200000	1945 Single Dwelling Single dwelling - No discernible style. 1-story front gabled residence with wooden side porch. Clad in vinyl siding with sliding aluminum windows. Changes since construction include cladding, fenestration, and porch.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1329	809 E 29th St 544798	17190000	1951 Single Dwelling No discernible form - Modern style. 1-story residence with hipped roof. Walls constructed from brick masonry with fixed picture windows and attached garage topped by hipped roof with dovecote. Changes since construction appear limited to replacement of original garage door.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of the Modern style.	
WA 1330	810 E 29th St 544804	16850000	1941 Single Dwelling Single dwelling - No discernible style. 1-story hipped roof residence with detached garage and wraparound porch with turned wood posts and brackets. Clad in vinyl lapped siding. Fenestration includes vinyl front bay window and aluminum 1-over-1 windows. Changes since construction include Victorian elements, cladding, fenestration, and alterations to plan.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1331	815 E 30th St	16830000	1907 Single Dwelling Single dwelling - Craftsman style. 1.5-story residence with steeply pitched front gable roof and flared eaves, and projecting front porch. Clad in asbestos shingle siding with vinyl sash windows. Changes include cladding, fenestration, and rear addition.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1332	2805 K St 552704	17380000	1910 Single Dwelling Gable front and wing - No discernible style. 1-story dwelling with intersecting gable roofs and shed-roofed front bays. Clad in imitation-wood metal siding with vinyl windows and modern front door. Changes since construction include cladding, fenestration, and likely projecting front bays and porch.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1333	2811 K St 551453	17390000	1965 Single Dwelling Ranch - Prairie Ranch style. 1-story residence with Roman brick masonry, low-pitched hipped roof, and overhanging eaves. All windows have been replaced with vinyl equivalents and all doors replaced with stamped-metal multi-panel equivalents.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1334	1105 E 29th St 551887	17395000	1940 Single Dwelling Gable front and wing - No discernible style. 1-story dwelling with intersecting gable roof and covered porch. Clad in imitation wood and shingle fiber cement siding with vinyl sash and sliding windows and modern front door. Changes include cladding fenestration, and alterations to porch.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1335	2911 K St 557001	19890000	1915 Single Dwelling Single dwelling - Craftsman style. 1.5-story residence with steeply pitched intersecting gable roof and recessed front porch. Clad in imitation lapped wood and fish scale fiber cement siding. Fenestration includes original wood sash windows with decorative upper sash and replacement vinyl sash windows. Changes include cladding, fenestration, and the addition of Victorian style stickwork between 2014 and 2015.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1336	3200 I St	16030000	1930 Single Dwelling Demolished 2021.	Resource demolished. No further action recommended.	
WA 1337	809 E 33rd St 561282	16010000	1930 Single Dwelling Side gable - Minimal Traditional style. 1-story side gabled residence with lapped vinyl siding. Fenestration includes vinyl sash windows with false shutters and modern front door. Alterations include cladding, fenestration, front porch railing, and a new rear addition.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1338	3306 I St 557060	15590000	1950 Single Dwelling Workingman's Foursquare - Minimal Traditional style. 1-story hipped roof dwelling with shed-roofed porch clad in lapped wood siding. Fenestration includes fixed, sash, and sliding vinyl windows. Changes since construction include new fenestration and new porch covering.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1339	815 E 34th St 554087	15570000	1930 Single Dwelling Side gable - Craftsman style. 1-story side gabled dwelling with projecting front porch. Clad in lapped wood siding with original wood sash windows and half glass door, as well as modern stamped metal door, vinyl sash and sliding aluminum windows on side and rear. Changes since construction include updated fenestration and new of side porch covering.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1340	3207 K St 552755	13200000	1910 Single Dwelling Single dwelling - Dutch Colonial Revival style. 2-story gambrel roofed dwelling with shed dormers. Clad raked wood shingles with T1-11 skirting. Fenestration includes wood sash windows with decorative tops covered by aluminum storms. Strong association with stylist Ann Sharkey who operated business from residence. Changes since construction include addition of front porch, possible small-scale addition to rear, and updated skirting. Additional research needed to determine possible presence of original recessed porch.	Potentially recommended NRHP eligible: Criteria A and C. Associated with local neighborhood development, representative example of the Dutch Colonial Revival style.	
WA 1341	3307 K St 89497	15810000	1925 Single Dwelling Side Gable - Craftsman style. 1-story side gabled dwelling with jerkinheads and projecting porch cover. Clad in imitation wood aluminum siding with combination of multilight wood casement and sash windows covered by aluminum storms and sliding and sash vinyl windows. Changes include windows and shed-roofed rear addition altering roofline.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1342	3309 K St 89496	15800000	1920 Single Dwelling Single dwelling - No discernible style. Front gabled dwelling with L-shaped footprint including projecting porch and bay window. Stone masonry wainscoting and chimney on rear wing while remainder clad in aluminum siding. Fenestration includes multi-light vinyl sash windows. Alterations include plan, fenestration, and cladding.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1343	3401 K St 89495	15780000	1940 Single Dwelling Side gable - Minimal Traditional style. 1-story side gabled residence with covered porch. Clad in heavily embossed imitation wood siding; possibly vinyl or fiber cement. Fenestration includes wood sash windows with aluminum storms. Changes since construction include alterations to cladding.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1344	3409 K St 89494	15760000	1920 Single Dwelling Side gable - Craftsman style. 1-story side gabled residence with projecting front porch clad in simple wooden drop siding. Multiple additions added to rear. Fenestration includes sliding and sash multi-light vinyl windows. Changes since construction include alterations to building's plan and windows.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1345	3415 K St 89188	20320000	1928 (moved 1955) Single Dwelling Bungalow - Craftsman style. 1.5-story front gabled residence with projecting enclosed porch. Clad in lapped wood siding with a combination of wood sash and casement windows and vinyl sash and sliding windows. Changes include enclosure of original front porch and alterations to fenestration.	Potentially recommended not eligible. Building likely moved. Lacks sufficient integrity for listing under Criterion Consideration B.	
WA 1346	3708-3710 L St 561930	19950000	1967 Multiple Dwelling Duplex - Modern style. 1-story dwelling with L-shaped footprint and gabled roof partial basement with garage. Clad in lapped wood siding and T1-11 plywood siding. Fenestration includes modern vinyl sliding windows and modern entry and garage doors. Changes since construction include fenestration and porch step reconstructions.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1347	3708 I St 89374	14610000	1910 Single Dwelling Side gable - No discernible style. 1-story dwelling with side gable roof and shed-roofed porch. Clad in lapped vinyl siding with vinyl singles in gable peaks. Addition constructed onto rear. Fenestration includes vinyl sliding and sash windows.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1348	3721 H St 89269	14675000	1940 Single Dwelling Side gable - Minimal Traditional style. 1.5-story dwelling with side gable roof and projecting entry and recessed corner porch. Largescale addition to rear connects to attached garage. Clad in lapped and shingled wood siding, as well as T1-11 plywood on garage. Fenestration includes modern fixed and sash vinyl windows. Changes include addition built between 2014 and 2017, and new fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1349	3801 H St 89355	13930000	1928 Single Dwelling Single dwelling - French Norman style. 1-story dwelling with intersecting gable roof with jerkinheads and corner entry surrounded by brick quoins. Clad in stucco with both multilight vinyl and wood sash windows. Changes include replacement of fenestration and use of imitation red tile roof shingles added between 2017 and 2020.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1350	3803 H St	13940000	1971 Multiple Dwelling Duplex - Contemporary style. 1-story brick masonry duplex with front gable roof and attached carport. Constructed from brick masonry with T1-11 plywood siding in gable peaks. Fenestration includes original fixed narrow light windows with colored glass and modern vinyl sliding windows Changes include window replacement and the addition of carport.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1351	3809 H St 89268	13950000	1928 Single Dwelling Workingman's Foursquare - Minimal Traditional style. 1-story dwelling with hipped roof and covered porch. Constructed from brick with unique Flemish bond. Fenestration has been replaced with modern vinyl units. Other changes include possible alterations to front porch supports and door.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1352	3811 H St 558526	13960000	1967 Business Strip Commercial - Modern style. 1-story commercial building with L-shaped footprint around parking area. Constructed from variegated brick masonry topped by intersecting gable roof With T1-11 plywood siding in gable peaks. Fenestration includes modern sliding vinyl windows and stamped multi-panel metal doors.	Potentially recommended not eligible. Lacks significance under Criteria A, B, C, or D.	
WA 1353	3814 H St 89360	13980000	1931 Single Dwelling Gable Front and Wing - Tudor Composite style. 1.5-story side gabled residence with catslide roof across arched entry. Clad in imitation wood fiber cement siding with modern vinyl fixed, sliding, and sash windows, as well as modern stamped metal door. Includes original eyebrow window in roof. Changes since construction include cladding and fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	

Map ID	Address / Historic Resource Name / Current Resource Name / WISAARD ID	Tax Lot	Construction Date / Alteration Date / Physical Description	National Register Recommendation	Photograph of Resource
WA 1354a	3907 H St 565119	12825000	1917 Single Dwelling Single dwelling - Tudor Composite style. 1.5-story gable roofed dwelling with steeply pitched covered entry supported by decorative knee braces. Clad in T1-11 siding with paired vinyl sash windows and stamped metal entry door. Changes since construction include a likely shed-roofed addition to north, replacement of cladding, and modern fenestration.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1365b	3907 H St	12825000	1920 Single Dwelling Single dwelling - No discernible style. 1-story front gabled dwelling clad in T1-11 plywood siding. Fenestration includes sliding vinyl windows and a modern entry door with leaded glass. Alterations include replacement of building's cladding and fenestration. Possible early conversion from garage to residential purpose.	Potentially recommended not eligible. Lacks sufficient integrity.	
WA 1355	4400 NE Leverich Park Way / Leverich Park	Multiple	1954 Park Park - No discernible style. Original design by Portland landscape architect David E. Thompson. Open fields, pedestrian paths, groves of trees, a picnic shelter, and a footbridge across Burnt Bridge Creek remain original. A new restroom building, playground, a second bridge, and new picnic tables added in 1983-1984. Original access road alignment and restroom were also modified 1983-1984.ss	Potentially recommended not eligible. Lacks sufficient integrity.	

Table 2. Washington Cultural Resource in the IBR Survey Area Found to be Out of Period.⁷

Map ID	Address / Historic Resource Name / Current Resource Name	Tax Lot	Construction Date / Alteration Date / Physical Description	Previous Evaluation / National Register Recommendation	Photograph of Resource
WA 1110	404 E 15th St / Davies Homes / United Building	40440000	1971 with 1983 completion. Business	Additional research indicates resource is out of period.	
WA 1212	415 E Mill Plain Blvd / M.H. Zoller Co / Cano Real Estate	39690000	1984 Professional	Additional research indicates resource is out of period.	

⁷ Resources in this table were initially evaluated as historic-age resources based upon incorrect data from the Clark County Assessor, as well as other sources. Additional research indicated all of them were constructed or fully constructed outside of the historic period for IBR.

Work in Progress - Not for Public Distribution

Map ID	Address / Historic Resource Name / Current Resource Name	Tax Lot	Construction Date / Alteration Date / Physical Description	Previous Evaluation / National Register Recommendation	Photograph of Resource
WA 1242	NE Corner I-5 and E McLoughlin Blvd / Former WSDOT Rest Area	38279909	1983–1986	Additional research indicates resource is out of period.	 <p data-bbox="1444 662 1892 690">ca. 1985. Courtesy of WA State Archives.</p>

Historic Context Statements

Contact and the European Exploration of the Columbia River (Late 1700s–Early 1800s)

5 In 1792, American Captain Robert Gray (1755–1806) became the first European American explorer to enter the mouth of the Columbia River—so named after his ship the *Columbia Rediviva*—and cross the treacherous river bar. Gray’s crew did not traverse far upstream due to weather conditions but made it as far as what is now known as Gray’s Bay.⁸ Later that same year, English explorer, Captain George Vancouver (1757–1798) sent his lieutenant, William
10 Broughton (1762–1821), to navigate and chart the depths of the Columbia River. Broughton traveled approximately 100 miles upstream, ultimately reaching the mouth of the Sandy River.⁹

On October 28 of 1792, Broughton reached a place he referred to as “Warrior Point,” at the tip of Sauvie Island. Here, he reportedly encountered

15 ...twenty-three canoes, carrying from three to twelve persons each, all attired in their war garments, and in every other respect prepared for combat. On these strangers, discoursing with the friendly Indians who had attended our party, they soon took off their war dress, and with great civility disposed of their arms and other articles for such valuables as were presented to them, but would neither part
20 with their copper swords, nor a kind of battle-axe made of iron. (Lamb 1984:755–756).

Continuing upriver, Broughton, from his sailing vessel the *Chatham*, assigned names to several places including the Lewis River (Rushleigh’s River) and the Multnomah Channel (Call’s River). Broughton named present-day Kelly Point in north Portland, “Belle Vue point,” and from there traveled to Hayden Island on October 29, 1792;

25 From Belle Vue point they proceeded in the above direction, passing a small wooded island, about three miles in extent, situated in the middle of the stream. Their route was between this island and the southern shore, which is low; the surroundings between its northwest point and the main land were three fathoms, increasing to four, five, and six, off its southeast point; from whence the river took
30 its course S 75 E. This obtained the name of Menzie’s Island [Hayden]; near the east end of which is a small sandy woody island that was covered with wild geese [Tomahawk].¹⁰

⁸ Frederic William Howay, ed. *Voyages of the ‘Columbia’ to the Northwest Coast 1787-1790 and 1790-1793* (Boston: Massachusetts Historical Society, 1941), 437-438.

⁹ John Hussey, *Champoeg: Place of Transition, A Dispute History* (Portland, Oregon: Oregon Historical Society Press, 1967), 3.

¹⁰ W. Kaye Lamb, ed., *The Voyage of George Vancouver (1791-1795), vol. 2.*, (London: The Hakluyt Society, 1984), 757–758.

On October 31, having gone ahead to the mouth of the Sandy River and then returned to an encampment near Tomahawk Island, Broughton again remarked on the landform,

5 Soundings were pretty regular, until the party were abreast of some barren land, off which is an extensive bank. On this there were only three feet water; this depth continued nearly to the east point of the islet, that was observed before to be covered with wild geese, and obtained the name of Goose Island. The channel here is on the southern shore, until the passage between Menzies island and the north shore is well open; this is good and clear with regular soundings from three to seven fathoms, quite to Belle Vue point, where a spit lies out at some small distance. The land in the neighbourhood of this reach, extending about five leagues to Baring's river is on the southern side low, sandy, and well wooded.¹¹

15 He continued to describe the north side of the Columbia, writing that "the country rises beyond the banks of the river with a pleasing degree of elevation, agreeably adorned with several clumps of trees; and towards the eastern part of the reach, it finishes at the water's edge in romantic rocky projecting precipices."¹² Broughton claimed these charted areas, including the islands of the Columbia for Britain.¹³

20 Additional records of the Hayden Island landform come from the journals of Meriwether Lewis (1774–1809) and William Clark (1770–1838), when they traversed this stretch of the Columbia River with the Corps of Discovery (1804–1806), mapping geological landmarks, waterways, and the numerous Indigenous villages that lined the Columbia River and its tributaries. In 1803, guided by legal principles of the Doctrine of Discovery, President Thomas Jefferson delegated the Corps of Discovery Expedition to explore the lands west of the Mississippi River that had been acquired by the Louisiana Purchase. Moreover, the Corps of Discovery Expedition, led by Lewis and Clark, was sent to document the bountiful natural resources that would inspire overland Westward Expansion and European American dominion of the west.¹⁴ The expedition arrived in present-day Washington State in October of 1805 and continued downriver on the Columbia, ultimately arriving at the Pacific Ocean in November of 1805.

30 Lewis and Clark called Hayden and Tomahawk Islands collectively "Image Canoe Island" after the elaborately decorated canoes they saw in the area.¹⁵ The Corps passed the island on their way west in November of 1805, but on their return trip in March and April of 1806, the expedition camped in view of the island, at Jolie Prairie on the Washington side. The journal entries of William Clark provide details on the environment and topography of the islands in the Columbia

¹¹ Lamb, *The Voyage of George Vancouver*, 761-762.

¹² Lamb, *The Voyage of George Vancouver*, 762.

¹³ Carl Abbott, *Portland in Three Centuries: The Place and the People* (Corvallis, OR: Oregon State University Press, 2011), 10.

¹⁴ Robert J. Miller, *Native American Discovered and Conquered: Thomas Jefferson, Lewis and Clark, and Manifest Destiny*, (Westport, CT: Praeger Publishers, 2008), 59.

¹⁵ Gary E. Moulton, *The Journals of the Lewis and Clark Expedition*, vol. 6. (Lincoln, NE: University of Nebraska Press, 1990), 23.

River between Vancouver and Portland. On November 4, 1805, Clark mentioned Government and McGuire Islands. Downstream, Lewis and Clark passed Hayden Island, describing the landform:

- 5 ...about 3 miles a fine open Prairie for about 1 mile, back of which the country rises gradually and wood land comencies Such as white oake, pine of different kinds, wild crabs with the taste and flavour of the common crab and Several Species of undergrowth of which I am not acquainted, a few Cottonwood trees & the Ash of this country grow Scattered on the river bank...¹⁶

European American Encroachment and Disease

- 10 Following the expansion of the coastal fur trade, direct contact between the Native people of the lower Columbia River and European settlers began in the 1770s; almost immediately thereafter, a smallpox epidemic killed an estimated one-third of the Native population. Subsequent periods of contact introduced new diseases for which Native populations had no resistance, with devastating consequences.

- 15 By the 1840s, the character of the Native settlements throughout the lower Columbia River drainage had been radically altered by these epidemics. Native people who lived at or near the mouth of the Columbia River would have been especially vulnerable as they were the first groups to encounter the ships of explorers and navigators in the 1700s.¹⁷ The most severe wave of disease was an outbreak of malaria in the 1830s. This epidemic devastated the Native communities of the lower Columbia, destroying entire villages in a matter of days or weeks and eventually spreading east of the Cascade Range and south to northern California.¹⁸
- 20

- The forts and missions of the greater Willamette Valley, constructed as visible signs of Manifest Destiny and Westward Expansion, were used as centers for trade and communication but also dangerous exposure points for Native people, whose previous isolation made them particularly susceptible to the spread of imported diseases. Regionally, the epicenters of these outbreaks were at Sauvie Island and Fort Vancouver.¹⁹ Between 1829 and 1844, the populations of the villages near present-day Vancouver and Portland, including the large community on Wapato (Sauvie) Island had been almost entirely decimated by breakouts of smallpox and the “Cold Sick” (intermittent fever or malaria). The Cold Sick of 1829–1830, alone, killed up to 90 percent
- 25

¹⁶ Moulton, *The Journals of the Lewis and Clark Expedition*, 17.

¹⁷ Douglas Deur, *Empires of the Turning Tide: A History of Lewis and Clark National and State Historical Parks and the Columbia-Pacific Region*, Pacific West Region: Social Science Series Publication Number 2016-001 (Washington DC: National Park Service, U.S. Department of the Interior, 2016), 22.

¹⁸ Robert Thomas Boyd, “Demographic History, 1774-1874” in *Handbook of North American Indians, Volume 7: Northwest Coast*, ed. Wayne Suttles (Washington, DC: Smithsonian Institution, 1990), 146-147; Robert Thomas Boyd, *The Coming of the Spirit of Pestilence*. (Seattle: University of Washington Press, 1999) 233-238.

¹⁹ Abbott, *Portland in Three Centuries*, 14–15.

of the Native population at villages in the Lower Columbia watershed.²⁰ By the 1830s, Sauvie Island communities were unrecognizable, with villages in ruins and unburied remains on the shore.²¹

5 The loss of life resulting from European American diseases created a perceived population void in the Pacific Northwest, which white settlers rapidly took advantage of. Large swaths of fertile land that had been created and maintained for millennia through Native management practices were now legally available to claim. Many white settlers believed that the decimation of the Native Nations of the Columbia River was part of a predestined plan. In the mid-1830s, when Nathaniel Wyeth (1802–1856) was building Fort William at Sauvie Island, he remarked, “a
10 mortality has carried off to... [Sauvie Island's] inhabitants and there is nothing to attest that they ever existed except their decaying houses... So you see as the righteous people of New England say, providence has made room for me.”²² During his voyage of the Northwest coast, French Canadian explorer Gabriel Franchère (1786–1863) expressed a similar sentiment,

15 At the mouth of the Columbia, whole tribes, and among them, the Clatsops, have been swept away by disease. Here again, licentious habits universally diffused, spread a fatal disorder through the whole nation, and undermining the constitutions of all, left them an easy prey to the first contagion or epidemic sickness. But missionaries of various Christian sects have labored among the Indians of the Columbia also; not to speak of the missions of the Catholic Church, so well known
20 by the narrative of Father De Smet and others; and numbers have been taught to cultivate the soil, and thus to provide against the famine to which they were formerly exposed from their dependence on the precarious resources of the chase; while others have received, and a living germ of civilization, which may afterward be developed.²³

25 **Historic Period Development**

The Fur Trade and Fort Vancouver (1811–1840s)

The fur trade served as the major impetus for early historic period resettlement in the Pacific Northwest. The global demand for sea otter skins, instrumental in the manufacture of apparel and accessories, generated a competition for hides and furs in the west, with British and
30 American governments and corporations vying for untapped resources during the first few decades of the nineteenth-century. Dominant corporations included the American Pacific Fur

²⁰ Abbott, *Portland in Three Centuries*, 14; 2012, Jewel Lansing and Feed Leeson, *Multnomah: The Tumultuous Story of Oregon's Most Populous County*, (Corvallis, OR: Oregon State University Press, 2012) 10.

²¹ National Park Service (NPS), “Sauvie Island and the Hudson's Bay Company,” 2020, <https://www.nps.gov/articles/sauvieisland.htm>.

²² NPS, “Sauvie Island.”

²³ Gabriel Franchère, *Journal of a Voyage on the North West Coast of North America during the Years 1811, 1812, 1813, and 1814*, (Toronto: The Champlain Society, 1969), 189–190.

Company and the Canadian North West Company (NWC), as well as the Hudson's Bay Company (HBC), an Anglo-Canadian conglomerate.²⁴

5 British royal charter created the HBC in 1670, granting the company absolute rights and
dominion over lands within the Hudson's Bay Watershed in order to legitimize and control
resource extraction in northeastern Canada.²⁵ Today, the HBC is the oldest continually
operational commercial enterprise in North America. The company's nineteenth-century
monopoly of resources and profits from the North American fur trade, particularly in the Pacific
Northwest, was rooted in its original decree. Well beyond its goals related to the fur trade, the
HBC built an empire in the region that included the production and export of material and
10 agricultural goods and the establishment of centers for trade and communication at its various
posts and forts.

In 1811, John Jacob Astor's (1763-1848) Pacific Fur Company established Fort Astoria, near
the mouth of the Columbia River in present-day Astoria (Figure 10). Fort Astoria was the first
permanent American settlement on the west coast. Two years later, the NWC purchased the
15 post and renamed it Fort George. Beginning in 1816, the NWC deployed crews of trappers or,
"fur brigades," that spread across the Willamette Valley, as well as the regions of the Umpqua
and Snake Rivers.²⁶ In the 1810s, following the overhunting of sea otters, corporate interests
turned to beaver pelts. Companies in the Northwest were exporting upwards of 5,000 beaver
pelts to China annually. The NWC, however, failed to solidify a direct trade relationship with
20 China which resulted in lost profits and ultimately, its merger with the HBC.²⁷ In 1821, the HBC
subsumed the company, but retained Fort George as an operational satellite of HBC's upriver
headquarters at Fort Vancouver.²⁸

In 1818, Britain and the United States (U.S.) signed a joint occupancy agreement for the lands
between the 42nd parallel (the present border between California and Oregon) and the 54th
25 parallel (in present-day British Columbia). This agreement stipulated that neither nation could

²⁴ James R. Gibson, *Otter Skins, Boston Ships, and China Goods: The Maritime Fur Trade of the Northwest Coast, 1785-1841*, (Montreal: McGill-Queens University Press, 1992); Hussey, *Champoeg: Place of Transition*, Anne Hyde, *Empire, Nations, and Families: A New History of the North American West, 1800-1860*, (New York: HarperCollins, 2011).

²⁵ Keith A. Murray, "The Role of the Hudson's Bay Company in Pacific Northwest History," *The Pacific Northwest Quarterly* 52, no.1 (January 1961): 24-25; Gregory P. Shine, "Hudson's Bay Company," Oregon Encyclopedia, 2018, Last modified August 19, 2022, https://www.oregonencyclopedia.org/articles/hudson_s_bay_company/#.YuJbzoTMJD.

²⁶ Hussey, *Champoeg: Place of Transition*, 6.

²⁷ Gibson, *Otter Skins*, 62-63; Shine, Hudson's Bay Company."

²⁸ Abbott, *Portland in Three Centuries*, 13; Hussey, *Champoeg: Place of Transition*, 5; Lucile McDonald, *Coast Country: A History of Southwest Washington*, (Long Beach, WA: Midway Publishing, 1989), 30-32; Shine, "Hudson's Bay Company."



Figure 10. Map showing the locations of Fort Astoria (Fort George), Hayden Island, and Fort Vancouver in relation to present-day geographic place names. Other locations called out in text are highlighted in pink.

maintain a government in the newly established Oregon Country, leaving the region open to settlement by both British and American immigrants, as well as various business enterprises.. The agreement became the catalyst for intensive HBC development in the Pacific Northwest.²⁹

5 During the mid-1820s, the HBC controlled a massive region between the Rocky Mountains and the Pacific Ocean. Lands north of the Thompson River in British Columbia were referred to as “New Caledonia” and territory south of said river, the “Columbia District” (Figure 11). During this period, the colonial governor of the HBC, George Simpson (1792–1860) sent several brigades, including those led by Peter Skene Ogden (1790–1854) and John Work (1792–1861), into the Snake and Umpqua River Basins to monopolize the region’s rich fur resources. The goal of the
10 HBC was to extract as much resource wealth from the Umpqua and Willamette Valleys as possible, recognizing that the future settlement of a northern British-American boundary could carve them out of Oregon Country and thus remove them from British hands. The HBC wanted to leave little behind for independent and contracted American trappers to come.³⁰

15 In 1824, challenged by U.S. control over the Oregon side of the Columbia, the HBC abandoned its post at Fort George in Astoria, a preemptive move to avoid imminent American competition. Additionally, the heads of HBC’s regional departments, known as Chief Factors, were instructed to focus their efforts in areas that would support greater agricultural efforts to feed the burgeoning population of employees and their families. Instead of the exposed location of Fort George, a new site was needed at “a spot which will command the entrance of the [Columbia]
20 River convenient to the vessels frequenting it, sufficiently elevated if possible to be well seen from the sea and in a dry place with good water.”³¹ A new site at the present-day location of Vancouver provided for these needs and further, was found to be more sheltered from potential military threats than the old NWC headquarters.³² The HBC returned to Fort George in 1829 and reestablished the site as a small satellite post and fishery. It remained operational at this
25 scale until the 1840s.³³

²⁹ Hyde, *Empire, Nations, and Families*, 94–94.

³⁰ Hussey, *Champoeg: Place of Transition*, 32–35.

³¹ Hussey, *Champoeg: Place of Transition*, 24–25.

³² Hussey, *Champoeg: Place of Transition*, 23–45; University of Washington, “The Farm at Fort Vancouver,” *Washington Historical Quarterly*, 2, no. 1, (1907): 40–41.

³³ William L. Lang, “Fort George (Fort Astoria),” Oregon Encyclopedia, last modified August 30, 2022, https://www.oregonencyclopedia.org/articles/fort_george/#.YtnT0ITMK3B.



Figure 11. Map depicting the approximate boundaries of the HBC's west coast districts.

Establishment of Fort Vancouver

In 1825, Fort Vancouver was established under the joint guidance of the HBC's Colonial Governor George Simpson and Chief Factor John McLoughlin (1784–1857). Fort Vancouver became a center of industry and a home base for a diverse population of Native people, immigrants, trappers, traders, and missionaries throughout the 1820s and 1830s. The post at Vancouver served as the main hub for all HBC operations along North America's west coast, with several smaller satellite forts and subsidiary businesses across the northwest established during the years of its operation. Approximately 800 people lived and worked in or around Fort Vancouver.³⁴ The demography of the fort included Native Americans, Native Hawaiians, French Canadians, Scottish, English, and Métis people.³⁵

Fort Vancouver became the epicenter for trade between the HBC and the Indigenous groups of the lower Columbia and beyond. The "Klickitat Trail," an overland route used by Native people prior to, during, and after contact with Europeans, extended from the area of present-day Yakima, east of the Cascade Range, to Fort Vancouver. As part of an 1853 U.S. railroad survey, a crew mapped the trail and recorded several Sahaptin place names along the route and in its vicinity.³⁶ The trail served as an inland route to numerous prairie and riverine resources for the Klickitat and Cowlitz peoples, whose subsistence areas were linked by the network. Seasonal summer encampments were established along the route. Additionally, the Klickitat Trail provided a trans-Cascades network for trade and communication between Native groups, and between the Indigenous population and European Americans at Fort Vancouver.³⁷

The original Fort Vancouver was established on a bluff northeast of the current Fort Vancouver National Historic Site. Between the end of 1824 and early 1825, the HBC, under McLoughlin's leadership, constructed stores and temporary worker housing at Fort Vancouver, as well as potato and vegetable fields.³⁸ In the years immediately following the fort's development, its bluff-top location was found difficult for the movement of goods and people owing to a steep grade separating it from the Columbia River shoreline.

³⁴ Hyde, *Empire, Nations, and Families*, 400–402.

³⁵ National Park Service (NPS), "Fort Vancouver Cultural Landscape Report," 2003, <http://www.npshistory.com/publications/fova/clr/chap1-1.htm>; Douglas C. Wilson, "Fort Vancouver: History, Archaeology, and the Transformation of the Pacific Northwest," in *Exploring Fort Vancouver*, ed. Douglas C. Wilson and Theresa E. Langford (Seattle: University of Washington Press, 2011), 7–11.

³⁶ Norton, Helen H., Robert Boyd, and Eugene S. Hunn. "The Klickitat Trail of South-central Washington: A Reconstruction of Seasonally Used Resource Sites," in *Prehistoric Places on the Southern Northwest Coast*, ed. Robert E. Greengo, (Seattle: Thomas Burke Memorial Washington State Museum, University of Washington, 1983) 68.

³⁷ Douglas Deur, *An Ethnohistorical Overview of Groups with Ties to Fort Vancouver National Historic Site*. Northwest Cultural Resources Institute Report No. 15 (Seattle: University of Washington, 2012), 107; Norton et.al., *Prehistoric Places*, 68–69.

³⁸ Hussey, *Champoeg: Place of Transition*, 43–44.

In 1829, the HBC relocated its facilities to an open lower plain with better water access. The new site was not only more accessible, it also had a pond, making it a prized location for raising stock (Figure 12).³⁹ By 1829, several additional buildings were erected to house local blacksmiths, carpenters, bakers, and other tradespeople. Outside of the Fort Vancouver stockade and adjacent properties, the HBC constructed sawmills and flouring mills on the north bank of the Columbia River. A grist mill was built approximately six miles upriver from the new fort location, reportedly near the historical crossing of Mill Creek and the Columbia River, parallel to the west end of present-day Government Island (Figure 13).⁴⁰

By the mid-1840s, the HBC had acquired thousands of acres of agricultural land throughout present-day British Columbia and the State of Washington.⁴¹ In 1839, the HBC contracted with the Russian American Company to export agricultural harvests to Russian-owned posts in Alaska. Chief Factor McLoughlin saw this as an important commercial opportunity to diversify the interests of the HBC and move away from a fur-centric focus. To meet the supply demands of the Russian outposts, the HBC formed the Puget Sound Agricultural Company (PSAC). The company consisted of two farms, one at the Cowlitz River and the other located at Fort Nisqually in present-day DuPont, Washington. Cowlitz Farms covered about 4,000 acres north of present-day Toledo, Washington. The PSAC operated an associated warehouse near present-day Longview.⁴² The Cowlitz River became a pivotal transportation corridor for the HBC, as it linked Fort Vancouver to the satellite posts at Cowlitz Farms and Nisqually Farms.⁴³ These outposts were frequented by Cowlitz people who came to trade and find work as HBC farmers and river guides during the 1830s.⁴⁴

³⁹ Hussey, *Champoeg: Place of Transition*, 70–71; Wilson, *Exploring Fort Vancouver*, 9.

⁴⁰ John C. Fremont, *Map of an exploring expedition to the Rocky Mountains in the year 1842 and to Oregon & north California in the years 1843-1844*, 1843-1844. Library of Congress call no. G4051.S12 1844.F72, <https://www.loc.gov/resource/g4051s.ct000909/?r=0.061,0.034,0.129,0.062,0>; Hussey, *Champoeg: Place of Transition*, 196; Leonard Wiley, "Mill Creek Site of Grist Mill of Hudson's Bay Company," *Oregon Historical Quarterly* 43, no.3, (1942):282–283.

⁴¹ Hyde, *Empire, Nations, and Families*, 400–402.

⁴² Ruth Kirk and Carmela Alexander, *Exploring Washington's Past: A Road Guide to History*, (Seattle: The University of Washington Press, 1990).

⁴³ David Wilma, "Cowlitz County – Thumbnail History," HistoryLink.org Online Encyclopedia of Washington State History, September 18, 2005, <https://www.historylink.org/file/7482>.

⁴⁴ Cowlitz Indian Tribe, "The Dispossessed: The Cowlitz Indians in Cowlitz Corridor," <https://www.cowlitz.org/23-the-dispossessed.html>, accessed June 11, 2022.



Figure 12. Detail of map showing development of Fort Vancouver. Richard Covington, Fort Vancouver and Village. 1846. (Washington State Historical Society Illustration, Catalog ID 1990.12.1) (Used with permission of the Washington State Historical Society).

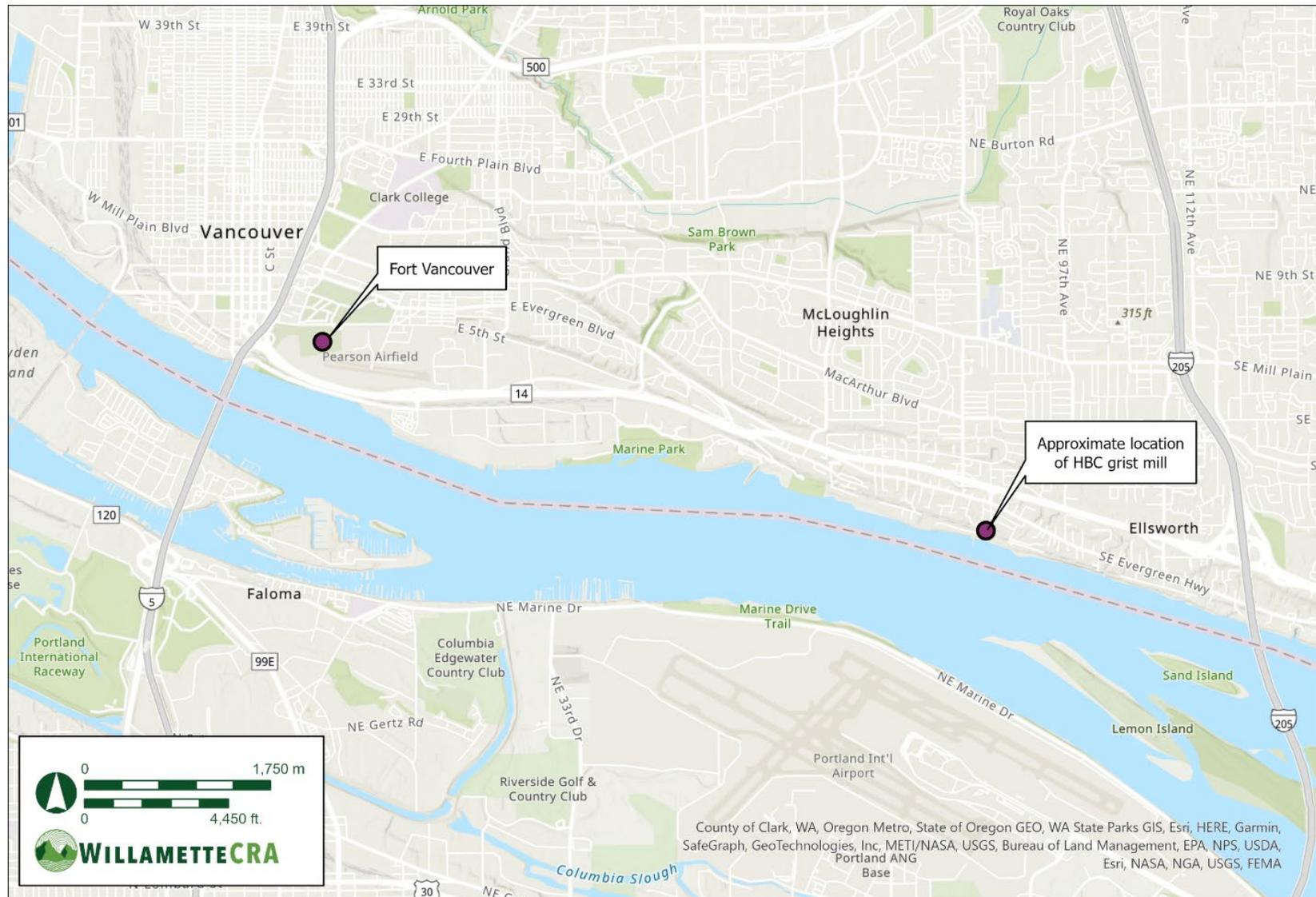


Figure 13. Map depicting the location of Fort Vancouver and approximate location of the HBC grist mill. Location approximations derived from Captain J.C. Fremont's *Map of an exploring expedition to the Rocky Mountains in the year 1842 and to Oregon & north California in the years 1843-44*.

Fort Vancouver's Role in the Oregon Trail Migration and the Development of Oregon Territory

In the 1840s, Fort Vancouver served as the final stop for the thousands of European American immigrants traveling west on the Oregon Trail. Prior to the establishment of Oregon City as the official “end of the trail,” approximately twelve miles south of present-day Portland, the fort was a place of respite after the arduous journey (see Figure 13).⁴⁵ Settlers arriving at Fort Vancouver during the Great Migration of 1843 were dependent on the HBC for food, clothing, and other necessities to continue their onward trek into the greater Willamette Valley. For a period in the early 1840s, Fort Vancouver was the only supplier of material goods in the region. John McLoughlin established a credit system for Oregon Trail arrivals who turned to the fort for provisions, food, clothing, and tools to construct houses or establish farms. His extension of credit was swiftly discontinued by the HBC after they learned that upwards of 400 people had received goods on unpaid credit.⁴⁶

In 1841, a group of Willamette Valley settlers including fur trapper Joseph Meek (1810–1875) initiated the organization of a governing body. In 1843, they established the Provisional Government of Oregon. In 1846, Britain and the U.S. signed the Oregon Treaty and in 1848, formally established the boundaries of Oregon Territory. The delineation granted the U.S. an area encompassing the modern states of Washington, Oregon, Idaho, and parts of Montana and Wyoming. Until the creation of Washington Territory in 1853, the area north of the Columbia River was governed by the Oregon Territorial Government.⁴⁷

In 1843, the Provisional Government of Oregon created a system wherein settlers could claim up to 640 acres and pioneers therefore raced to claim lands in the Portland Basin and southwest Washington, then still part of Oregon Territory. This alarmed Chief Factor McLoughlin, who quickly acted to assign lots adjacent to the Fort to various high-ranking HBC employees, thereby keeping the properties under the control of the company. Regardless, American settlers still laid claim to lands in the vicinity of the Fort.⁴⁸

Faced with the growth of the American population in the Willamette Valley during the 1840s, the British government and the HBC felt increasing pressure to relinquish their remaining outposts in the region. American settlers claimed the acreage previously controlled by the company. With

⁴⁵ Hyde, *Empire, Nations, and Families*, 402; Wilson, *Exploring Fort Vancouver*, 9.

⁴⁶ Hyde, *Empire, Nations, and Families*, 140-141; H.L.W. Leonard, *Oregon Territory Containing a Brief But Authentic Account of Spanish, English, Russian and American Discoveries on the North-west Coast of America ; Also, the Different Treaty Stipulations Confirming the Claim of the United States, and Overland Expeditions* (Cleveland: Younglove's Steam Press, 1846), 67.

⁴⁷ Hussey, *Champoeg: Place of Transition*; Barbara Mahoney, “Provisional Government,” *Oregon Encyclopedia*, last modified May 24, 2022, https://www.oregonencyclopedia.org/articles/provisional_govt_conference_in_champoeg_1843/#.Y0c4KkzMK3A.

⁴⁸ Hussey, *Champoeg: Place of Transition*, 82–83.

the signing of the Oregon Treaty and the placement of Britain's colonial boundary at the 49th parallel, Fort Vancouver was now isolated some 300 miles south of the new national border. Coupled with the resignation of John McLoughlin, the influence of the HBC in the region rapidly dwindled. The primary headquarters for the HBC's west coast presence became Victoria, British Columbia (Fort Victoria).⁴⁹ The HBC maintained some presence at Fort Vancouver until 1860, when their remaining holdings were sold to the U.S. Military for inclusion in their 640-acre claim, later referred to as the Vancouver Barracks.⁵⁰

Homesteading South of the Columbia River (1830s–1840s)

The earliest individual European American settlements or homesteads in the Willamette Valley were concentrated at French Prairie, near Champoeg (Figure 14). By at least 1820, and possibly as early as the 1810s, former employees of the NWC, known as "Astorians," and trappers with no company affiliation, so-called "freemen," were building homes and farms in the Champoeg area. By the early 1820s, they were joined by retired HBC employees, largely French Canadians and their Native wives who settled in the area between the Willamette and Pudding Rivers, approximately 30 miles southwest of Portland (see Figure 14).⁵¹ By 1833, there were approximately nine farms established along the Willamette River in this area.⁵² The site of present-day Portland remained mostly ignored by white settlers during this period as newcomers in Oregon Country chose to build their homes in the agriculturally fertile prairies of the upstream Willamette River.⁵³ The regional center of life and commerce remained the British-controlled Fort Vancouver. The importance of the fort to Oregon settlers waned following the HBC's development of a trading post and mercantile at Oregon City in 1829 and the town's incorporation in 1844 (see Figure 10).⁵⁴

⁴⁹ Hussey, *Champoeg: Place of Transition*, 86-89; Hyde, *Empire, Nations, and Families*, 402.

⁵⁰ Bureau of Land Management (BLM), "General Land Office Records," 2022.

<http://www.glorerecords.blm.gov/search/default.aspx>; L. Cartee, *Field notes of the Subdivisions of township*, Hussey, *Champoeg: Place of Transition*, 86-89, National Park Service (NPS), "Fort Vancouver Cultural Landscape Report."

⁵¹ James R. Gibson, *Farming the Frontier: The Agricultural Opening of the Oregon Country, 1786-1846*, (Seattle: University of Washington Press, 1985), 130-133; Joseph Schafer, *A History of the Pacific Northwest*, (1905; reis., New York: The Macmillan Company, 1909), 76; John Work and Leslie M. Scott. "John Work's Journey From Fort Vancouver to Umpqua River, and Return, in 1834," *The Quarterly of the Oregon Historical Society* 24 no.3 (September 1923) 242.

⁵² Gibson, *Farming the Frontier*, 133.

⁵³ Abbott, *Portland in Three Centuries*, 14–15.

⁵⁴ Abbott, *Portland in Three Centuries*, 16; Eugene E. Snyder, *Early Portland: Stumptown Triumphant, Rival Townsites on the Willamette, 1831-1854*, (Portland, OR: Binford and Mort Publishing, 1970), 18–19; Leonard, *Oregon Territory*, 65.

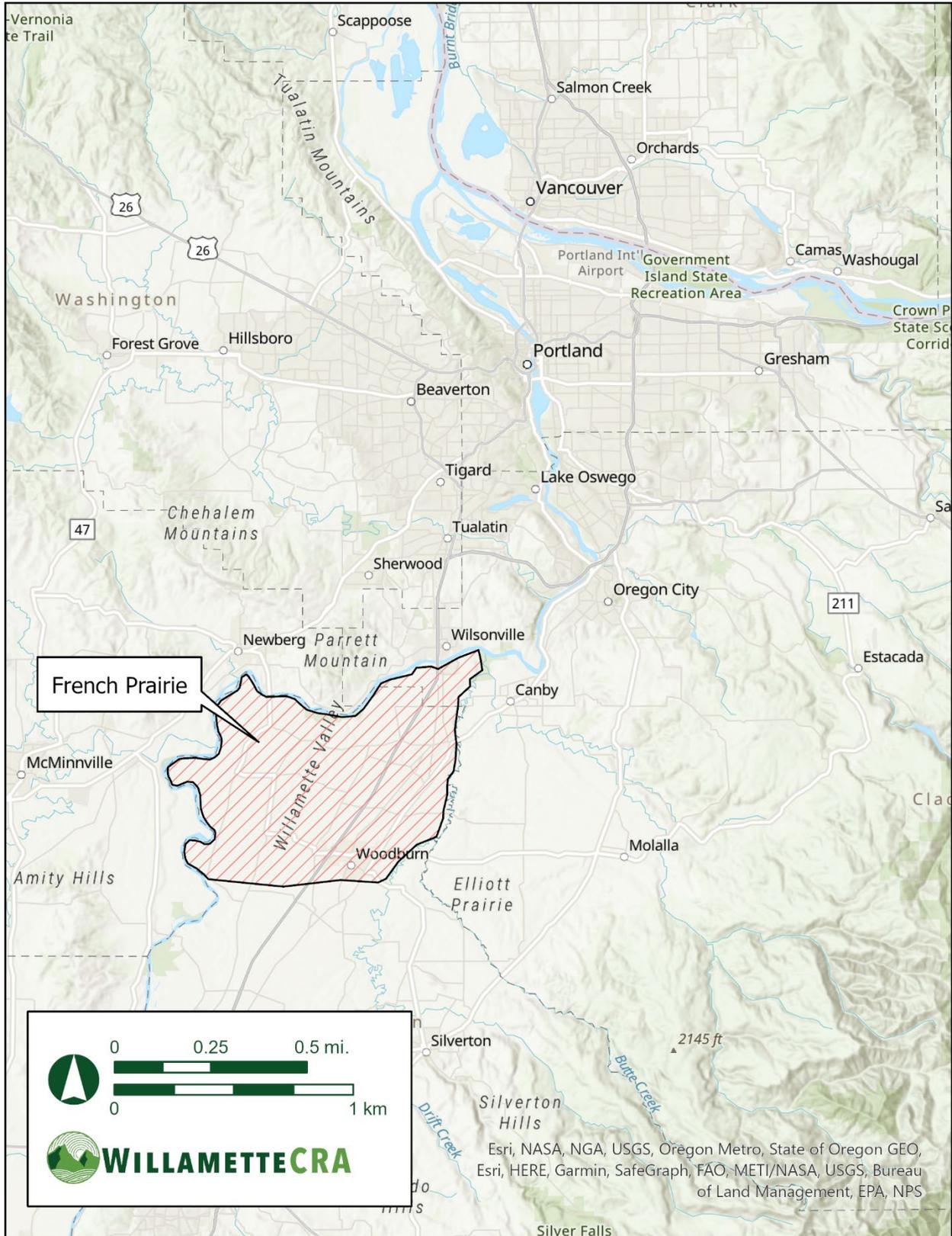


Figure 14. Map depicting the area between the Pudding and Willamette Rivers at French Prairie.

Another promising settlement on the Oregon side of the Columbia sprang up in the Tualatin Valley during the winter of 1840, when a small group of retired fur trappers and their families established farms in the area north of present-day Hillsboro. They were joined in 1841 by a group of Methodist missionaries, who were relocating from missions east of the Cascade Range (see Figure 10). The prairies of the Tualatin Valley became a major center for American settlement as immigration to the Oregon Territory accelerated in the 1840s and 1850s.⁵⁵ By 1850, the Tualatin Valley was the most densely settled region within the greater Willamette Valley. The effects of land management efforts by Native people, including prescribed burns, made the region attractive to settlers who found the area ready to farm and proximal to the growing markets of Oregon City and, eventually, Portland.⁵⁶

Settlers made substantial additional modifications to the local environment, converting river valleys, wetlands, and marshes into agricultural fields. They established irrigation systems and drained and filled area wetlands to cultivate dryland crops.⁵⁷ During the first half of the 1840s, while the Tualatin Valley was experiencing a population boom, the site of present-day downtown Portland remained largely void of development. It was referred to as “The Clearing” by those passing by because it was a small, open area surrounded by dense forest. Travelers used the spot as a temporary stopping point and camping site.⁵⁸

Charles Wilkes (1798–1877) of the U.S. Exploring Expedition reported traveling southward up the Willamette River from Fort Vancouver in early June of 1841. He noted briefly visiting the missionary Jason Lee (1803–1845), who was camped with his family along the river, en route to the mission at the Clatsop Plains. Wilkes wrote that the Lee camp was “close to the river, and consisted of two small tents.”⁵⁹ Jesse Applegate (1811–1888), another European American settler, described traveling with his family up the Willamette in 1843 and appears to have camped at “The Clearing”: “[n]o one lived there and the place had no name; there was nothing to show that the place had ever been visited except a small log hut near the river, and a broken

⁵⁵ Robert L. Benson, “The Glittering Plain,” in *Land of Tuality. Vol. 1*, ed. Virginia E. Moore, (Hillsboro, OR: Washington County Historical Society, 1975), 8-9; William A. Bowen, *The Willamette Valley: Migration and Settlement on the Oregon Frontier*, (Seattle: University of Washington Press, 1978), 10; Dorothy O. Johansen and Charles M. Gates, *Empire of the Columbia: A History of the Pacific Northwest*, (New York: Harper and Row Publishers, 1957) 235.

⁵⁶ Camile A. Cope, “Making Lives, Changing a Landscape: An Environmental History of the Tualatin Valley, Washington County, Oregon,” (Master’s thesis, Portland State University, 2012); Norton et.al, *Prehistoric Places*, 73–74.

⁵⁷ Cope, “Making Lives, Changing a Landscape.”

⁵⁸ Abbott, *Portland in Three Centuries*, 16.

⁵⁹ Charles Wilkes, *United States Exploring Expedition during the Years 1838, 1839, 1840, 1841, 1842. Vol. XXIII: Hydrography*, (Philadelphia: C. Sherman, 1861), 92.

most of a ship leaning against the high bank.”⁶⁰ Applegate and his family camped at the site for a day or two and then continued along upriver.

William Overton (unknown–ca. 1840) settled a claim along the west bank of the Willamette River in 1843 or 1844, at the foot of present-day Southwest Washington Street in Portland.

5 Shortly thereafter, he sold his claim to Asa Lovejoy (1808–1882) and Francis Pettygrove (1812–1887) in 1844.⁶¹ The history of Overton’s claim and its location at a cleared area along the river is muddied by conflicting accounts through the late-nineteenth and early-twentieth centuries, but it is likely that this was the area previously referred to as “The Clearing.”⁶²

10 Between 1845 and 1848, settlers surveyed the plat of Portland, and the new community began to grow rapidly. By 1847, approximately 100 people lived in the settlement, but most of them, especially the men, spent only a couple of years at the site, before heading south to take advantage of the 1849 California Gold Rush.⁶³ Local newspaper accounts from the period suggested that due to gold fever, approximately two-thirds of able-bodied men had left Oregon, depopulating established townsites and halting the construction of others for a period.⁶⁴ Within
15 the year, the Oregon townsites, including Portland, had recouped their populations as men moved back to establish land claims and work in the industries that were supporting mining efforts in California: lumber, stock-raising, and agriculture.⁶⁵

Donation Land Claims and the General Land Survey (1850s and 1860s)

20 Fueled by Manifest Destiny and federal policy that supported the Doctrine of Discovery, European American settlers began claiming large tracts of land in Washington and Oregon under legislation like the Donation Land Act of 1850 and the Homestead Act of 1862. The Donation Land Act allowed for white married couples who settled in the west by 1850 to claim up to 640 acres. Single individuals could claim half as much, a total of 320 acres. The legislation stipulated that claimants had to “prove up” or live on and develop the land over a period of four
25 years in order to receive their acreage for free. Under the law, land claims had to be formally surveyed and mapped under the direction of the Commissioner of the General Land Office

⁶⁰ Jesse Applegate, *Recollections of My Boyhood*, (Madison,WI: Press of Review Publishing Company:1914), 57.

⁶¹ Snyder, *Early Portland*, 30–32.

⁶² Jewel Lansing, *Portland: People, Politics, and Power, 1851-2001* (Corvallis, OR: Oregon State University Press, 2003), 6; E. Kimbark MacColl, *Merchants, Money, and Power: The Portland Establishment, 1843-1913* (Georgian Press, 1988), 6; H.W. Scott, ed. *History of Portland Oregon* (Syracuse, NY: D. Mason & Co. Publishers, 1890), 89.

⁶³ Abbott, *Portland in Three Centuries*, 20; Snyder, *Early Portland*, 47–53.

⁶⁴ Snyder, *Early Portland*, 47–48.

⁶⁵ Snyder, *Early Portland*, 51.

(GLO).⁶⁶ The Donation Land Act set the stage for discriminatory property practices, excluding African Americans, Native Hawaiians, and Native Americans from participation, although Métis or biracial Indigenous people could apply. Additionally, white women could not claim lands independently of their husbands.⁶⁷

5 ***GLO Mapping of Hayden Island***

In 1852, surveyors with the GLO formally mapped the extent of Hayden Island, which, at the time, was split into two lobes by a slough (Figure 15). GLO surveyors labeled the landform “Vancouver Island.” On the north side of the Columbia River, the original plat of Vancouver is depicted, as well as the Vancouver Barracks, shown as a 636-acre Military Reserve. This boundary as drawn excludes the final purchase of Fort Vancouver by the U.S. Army from the HBC in 1860. Two wharves are shown on the 1852 map, jutting into the Columbia, one extending south from the plat of Vancouver and the other, from the Army Barracks. A substantial network of formal roadways was present in the Vancouver area by this time, including the Salmon Creek Road, running north-south, and Fourth Plain Boulevard as well as Mill Plain Boulevard running east from the Military Reserve.⁶⁸

Oregon Claimants

By the 1850s, the Oregon shoreline of the Columbia River was substantially less developed than that of Washington, with a few scattered homesteads and agricultural fields at the river’s edge and along the Columbia Bayou (present-day Columbia Slough) to the south (see Figure 16). The area bordering present-day I-5 on the Oregon side of the Columbia would have been part of the Donation Land Claims (DLCs) of George William Force (1819–1898) and Joseph Robinson “J.R.” Switzler (dates unknown).

George and Susan Jane Force (1830–1868) claimed 633 acres under the Donation Land Act, including much of Section 4, and a portion of Sections 3, 9, and 33, in Township 1N, Range 1E. Their claim (Nos. 37 and 39) was officially issued in 1866; however, the family had developed the land years earlier as evidenced in GLO surveyor notes and maps from the 1850s and 1860s.⁶⁹ The GLO surveyor noted that the land was “[l]evel. Soil 1st and 2nd rate. Mostly

⁶⁶ William G. Robbins, “Oregon Donation Land Law,” Oregon Encyclopedia, Last modified August 17, 2022, https://www.oregonencyclopedia.org/articles/oregon_donation_land_act/#.Yz82lkzMK3A; Gideon and Company Printers, *Instructions to the Surveyor General of Oregon; Being a Manual for Field Operations* (Washington DC: Gideon and Company Printers, 1851), iii.

⁶⁷ Chris J. Magoc and David Bernstein. *Imperialism and Expansionism in American History: A Social, Political, and Cultural Encyclopedia and Document Collection. Volume I.* (Santa Barbara, CA: ABC-Clio, 2015), 24-25.

⁶⁸ General Land Office (GLO), *Plat of Township No. 1 North, Range No. 1 East, Willamette Meridian*. Microfiche on file. Portland, OR: U.S. Bureau of Land Management, Oregon State Office, 1852.

⁶⁹ Bureau of Land Management (BLM), “General Land Office Records,” 2022. <http://www.glorerecords.blm.gov/search/default.aspx>; L. Cartee, *Field notes of the Subdivisions of township*

5 inundates by backwater of the Columbia River.”⁷⁰ Surveyors with the GLO recorded the boundaries of Force Lake and the meanders of the Columbia Bayou and other smaller sloughs that crossed the Force’s claim. At the Oregon shoreline, the current Interstate Bridge location would have cut through the Force’s DLC, skirting the historic location of their agricultural field and house.

10 The 411-acre DLC (No. 38) of Joseph and Mary Switzler encompassed the majority of Section 3 and part of Section 10 in Township 1N, Range 1E. It was formally issued in 1866, several years after the Switzlers had made improvements to the land, including the construction of a house.⁷¹ The GLO surveyor described the Switzler DLC as, “...level. Soil 1st and 2nd rate; Inundates during the ‘June rise of the Columbia River;’ the river & bayou is skirted with ash & willow.”⁷² The surveyor also remarked on a house above the Columbia River and a small trail segment that reportedly connected the bank of the Columbia to a slough, 190 meters south.⁷³ The extent of homesteading in the north Portland area was hindered due in part to the topography, which consisted of a series of swales, lakes, and wetland marshes between present-day Marine Drive and the Columbia Slough.

15
20 Gay Hayden (1819–1902) and his wife Mary Jane Hayden (1830–1918) claimed 644 acres including portions of Sections 28, 29, 32, 33, and 34, in Township 2N, Range 1E, which were officially issued in 1866, although the couple reportedly settled on the island in 1856.⁷⁴ Their claim included the land mass of what would be known as Hayden Island (previously Vancouver Island). The Haydens reportedly built a large house on the island and lived there for a time, but there is no mention of such developments in the notes of the GLO surveyors.

one north of range one east of the Willamette meridian in the Territory of Oregon, 1853, Microfiche copy on file, Portland, OR: USDI Bureau of Land Management, Oregon State Office.

⁷⁰ Cartee, *Field notes of the Subdivisions*, 12.

⁷¹ Bureau of Land Management (BLM), “General Land Office Records, 2022,” <http://www.glorerecords.blm.gov/search/default.aspx>, General Land Office, *Plat of Township No. 1 North, Range No. 1 East, Willamette Meridian*, Microfiche on file. Portland: U.S. Bureau of Land Management, Oregon State Office, 1852.

⁷² Cartee, *Field notes of the Subdivisions*, 16.

⁷³ Cartee, *Field notes of the Subdivisions*, 15.

⁷⁴ BLM, “General Land Office Records.”

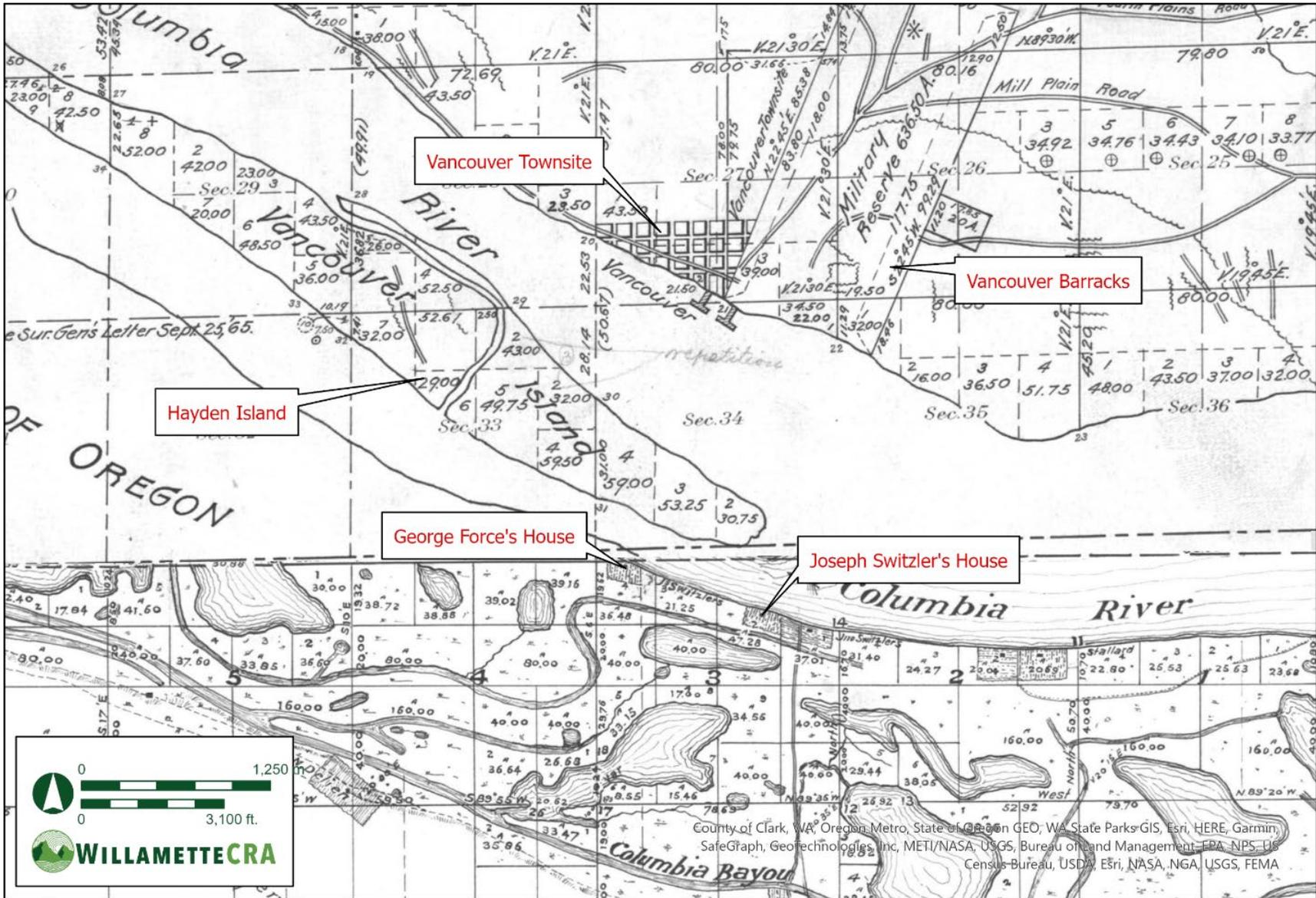
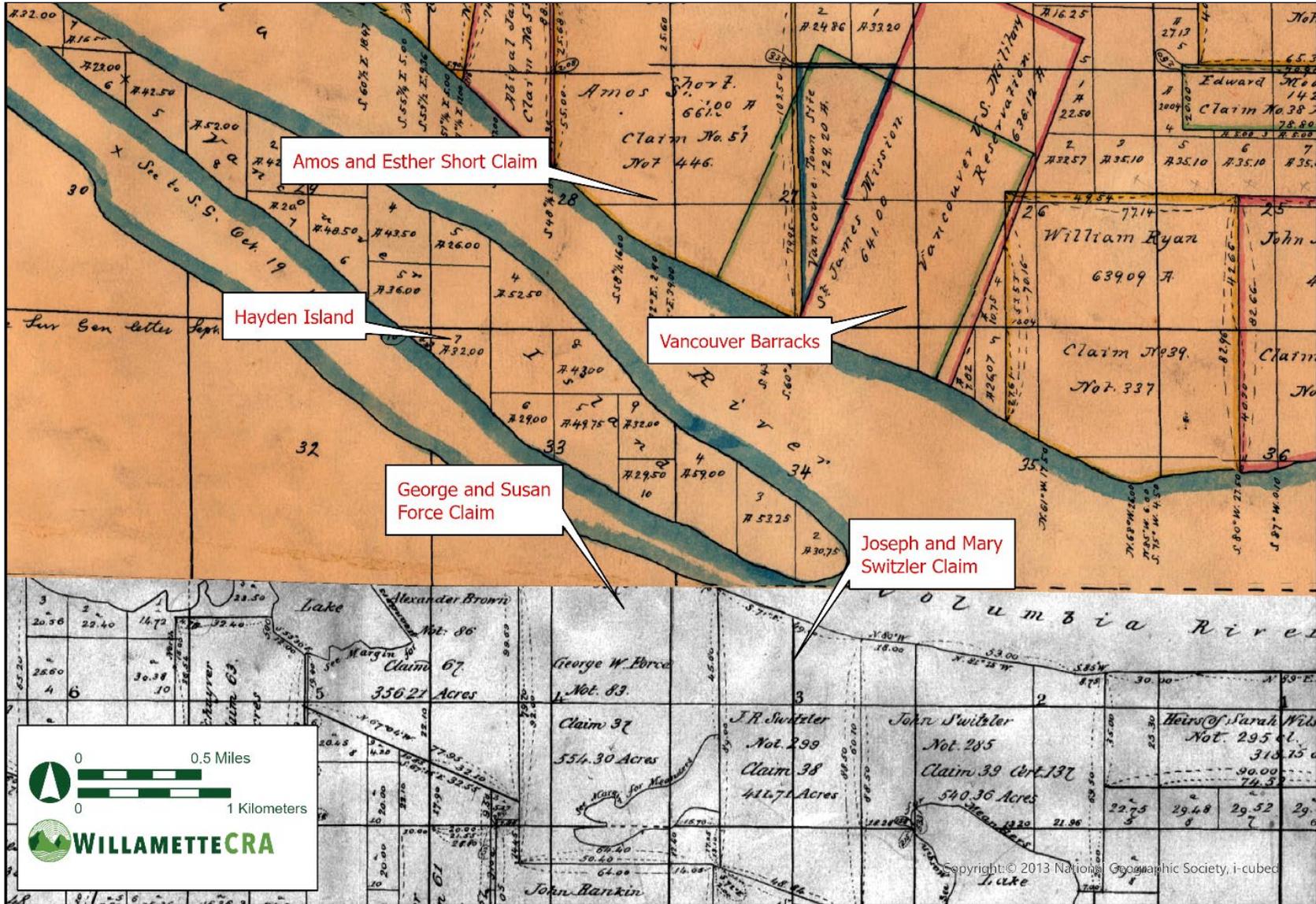


Figure 15. 1852 (Oregon) and 1860 (Washington) GLO maps depicting historic developments.



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27
28
29

Figure 16. GLO Land Claims Map. Top: 1863 map of Township 2 North, Range 1 East. Bottom: 1860 map of Township 1 North, Range 1 East.

Washington Claimants

- The 1860 GLO map of the Washington side of the Columbia River depicts developments including the extension of the Vancouver Townsite. Vancouver (Hayden) Island remained undeveloped.⁷⁵ The present-day Interstate Bridge alignment cuts through Section 27, Township 5 2N, Range 1E across land that was claimed by St. James Catholic Mission and the Vancouver Barracks Military Reserve in 1862. Settler Abel G. Tripp (1811–1875) sold lands in Section 27 to the city to form the Vancouver Townsite in 1844. The eastern half of Section 27 was part of the DLC of Amos and Esther Short who claimed a total of 712 acres.⁷⁶ The Short family was foundational in the development of the City of Vancouver.
- 10 Amos (1810–1853) and Esther Short (1806–1862) settled on their claim near Fort Vancouver in 1845. Their property had been formerly owned by Henry Williamson, who had let the HBC use and take care of the property. At the time, American settlers had typically laid claim to the lands in the Willamette Valley, southwest of Portland.⁷⁷ The Shorts became the first European American settlers in what would become Clark County, much to the chagrin of HBC
- 15 management, who desired to keep American pioneers south of the Columbia River.⁷⁸ Land disputes between the parties followed and the Shorts and HBC became a prominent example of rising tensions between British and American settlers in the northwest.⁷⁹ In 1853, the Shorts were officially granted their claim which is in the present-day area between West Fourth Plain Boulevard and the Columbia River (Figure 16).
- 20 Surveyor’s notes from 1860 refer to numerous residences and businesses within the Short claim, bordering Fort Vancouver and the U.S. Military Reserve. Known as the Vancouver Townsite, this area was already considerably developed with stores, groceries, bakeries, saloons, churches, several houses, and hotels, including one owned and operated by Esther.⁸⁰ Esther Short built her hotel, the Pacific House, which stood at the intersection of Main and 2nd
- 25 Streets, in 1854.⁸¹ Esther and Amos Short’s claim was later purchased by Gay Hayden. Describing the Vancouver Townsite area, another early pioneer Lewis Van Vleet (1826–1910) noted that,

⁷⁵ General Land Office, *Plat of Township No. 2, Range No. 1 East, Willamette Meridian*. Microfiche on file. Portland: U.S. Bureau of Land Management, Oregon State Office, 1860.

⁷⁶ BLM, “General Land Office Records.”

⁷⁷ Gibson, *Farming the Frontier*, Hyde, *Empire, Nations, and Families*, Hussey, *Champoeg: Place of Transition*.

⁷⁸ Hyde, *Empire, Nations, and Families*, 401, Colleen O’Connor, “Esther Clark Short and her family settle near Fort Vancouver on December 25, 1845,” HistoryLink.org Online Encyclopedia of Washington State History, posted March 19, 2008. <https://www.historylink.org/File/8528>.

⁷⁹ O’Connor, “Esther Clark Short and her family settle.”

⁸⁰ Lewis Van Vleet, *Field notes of the Subdivisions of township two north of range one east of the Willamette meridian in the Territory of Oregon*, 1860, Microfiche copy on file, Portland, OR: USDI Bureau of Land Management, Oregon State Office, 3-5.

⁸¹ O’Connor, “Esther Clark Short and her family settle.”

5 The land in the Township is much above the common average, the uplands are good 2nd rate, timbered with Fir, Cedar, Hemlock, Ash, and Maple, the Columbia bottom is prairie with a deep rich and warm soil, and subject to annual inundations in the months of June and July. The land in this Township is nearly all claimed by donation claimants, and several preemption claims are now being taken. (Van Vleet 1860).

Van Vleet’s account of the townsite illustrates the degree of settlement that had occurred by 1860.

10 Additionally, few individuals and one couple claimed lands in the current vicinity of the Interstate Bridge north of the Vancouver Townsite and the Vancouver Barracks. These claimants include Attorney William Langford (1835–1893) and Butler (1794–1866) and Matilda Marble (1798–1839), who were the namesakes for Marble Creek (later renamed Burnt Bridge Creek).⁸² In 1857, Butler Marble and his son Ansil (1833–1914) built a sawmill at the ford of Burnt Bridge Creek. It is depicted on the 1860 GLO map, along “Marble’s Creek.” To the west, a settlement 15 was established on the Marble claim in the northwestern quadrant of Section 15, in Township 2N, Range 1E. This community was named “Alki.” The land claims in the northern portion of the current program area were made under both the Land Act of 1820 and the Donation Land Act of 1850. Additional details on these claims are presented in Table 3. They are not present on the GLO maps from the period.

20 Table 3. Land Claims Filed North of the Vancouver Townsite and Barracks, within the 2022 I-5 Corridor.

Claimant Name	Claim Type	Total Acreage	Legal Description (within the program boundary)	Date Formally Issued
George T. McConnell	Land Act of 1820	115	23, W ½ of NW ¼, W ½ of SW ¼	1866
William G. Langford	Land Act of 1820	153	22, E ½ of NE ¼, E ½ of SE ¼	1869
Joseph Morin	Land Act of 1820	160	14, SW ¼	1866
Butler and Matilda Marble	Donation Land Act of 1850	320	15, E ½	1865

⁸² BLM, “General Land Office Records.”

History of Clark County

Non-Native Settlement

5 What is now Clark County was caught in a land dispute with Great Britain in 1843, and in 1845 first became known as the Vancouver District.⁸³ The dispute was resolved in 1846 when the boundary of the U.S. and Great Britain was established at the 49th parallel. The resolution split the disputed area in two: Clark and Vancouver. Clark County (at that time spelled “Clarke”), was renamed in honor of Captain Clark of the Lewis and Clark Expedition.⁸⁴ The county gradually diminished in size as other counties were partitioned off, reaching its modern form and size by 1875.⁸⁵

10 The few non-native inhabitants of the Oregon Territory in the early 1800s were trappers or missionaries who comprised the majority of these residents. In time however, Congress passed the time the Distribution-Preemption Act in 1841 and settlers were both allowed and encouraged to come to the territory to claim 160 acres of land.⁸⁶ The act recognized squatters’ rights, or the notion that an individual who continuously occupies real property without legal permission for a certain length of time is able to lay claim to that property. Under the act, individuals could purchase land for \$1.25 an acre after residing upon that land for 14 months. The goal of the act was for the U.S. government to establish land claims to the region, which was at that time held jointly by the U.S. and Great Britain.⁸⁷

20 The earliest non-Native settlement of Clark County took place along the Columbia River, which offered considerable wharfage and promised potential for waterpower and regional transportation and trade. The bottomlands along neighboring rivers and creeks were rich and plentiful, and inland areas offered large tracts available for settlement. One noted early settler in Clark County was Scottish-born Forbes Barclay (ca. 1807–1873) who claimed a portion of Township 2N, Range 1E in October of 1845.⁸⁸ Few others are mentioned as having taken claims prior to the Oregon Treaty of 1846 and the passage of the Oregon Donation Land Claim

⁸³ HistoryLink Staff, “Vancouver District, encompassing what is now Clark County in southwest Washington, is created on August 20, 1845.” HistoryLink.org Online Encyclopedia of Washington State History, May 4, 2016, <https://www.historylink.org/File/11219>.

⁸⁴ William S. Hanable, “Clark County – Thumbnail History,” HistoryLink.org Online Encyclopedia of Washington State History, February 4, 2004, <https://www.historylink.org/File/5644>

⁸⁵ “History And Facts Of Washington Counties,” My Counties. Accessed October 13, 2022, <https://mycounties.com/washington>; Edmond S. Meany, *Origin of Washington Geographic Names*, (Seattle: University of Washington Press, 1923).

⁸⁶ Distribution-Preemption Act, 27th Congress, Ch. 16, 5 Stat. 453 (1841).

⁸⁷ Margaret Riddle, “Donation Land Claim Act, spur to American settlement of Oregon Territory, takes effect on September 27, 1850,” HistoryLink.org Online Encyclopedia of Washington State History, August 9, 2010, <https://www.historylink.org/file/9501>.

⁸⁸ “Dr. Forbes Barclay Obituary. The Oregonian. 14 May 1873, page 2.” Oregon Pioneer Obituaries. Accessed November 23, 2022. <https://sites.google.com/site/oregonpioneerobituaries/clackamas-county-a-l/dr-forbes-barclay>

Act of 1850.⁸⁹ Following the passage of the Donation Land Claim Act and the creation of the Washington Territory three years later, European American settlers established claims throughout Clark County.⁹⁰ Salmon Creek, located north of Fort Vancouver, was a popular site for early European settlement, but its steep banks presented a major obstacle for overland travel within the county.⁹¹

Agriculture

Clark County was predominantly an agricultural area during the early development of Washington Territory. Census records note the marked increase in agricultural production, particularly within dairy products (Table 4).

From the first dairy herds at Fort Vancouver in the 1820s, dairy farming spread throughout the territory; the first purebred dairy cows arrived in the 1880s. Simeon Durgan (1850–1923), whose father had established a dairy just outside of Fort Vancouver as early as 1859, encouraged a Chinese farmer, Kong Loy (1867–1951), to transition from produce to dairying. With Durgan’s help, Loy began selling milk to the Vancouver Barracks and found local success, eventually expanding his distribution to hospitals, restaurants, and boarding schools.⁹²

Table 4. Agricultural Statistics for Clark County by Census Year, 1860–1890.

	1860	1870	1880	1890
Barley (bushels)	161	N/I	N/I	N/I
Buckwheat (bushels)	491	N/I	N/I	N/I
Orchard products (value)	14,291	6,547	11,028	N/I
Tobacco (lbs)	N/I	190	0	0
Wool (lbs)	N/I	23,144	24,952	N/I
Peas & beans (lbs)	N/I	1,282	734	492
Potatoes	N/I	30,222	107,759	96,160
Butter (lbs)	45,706	86,803	N/I	395,123
Cheese (lbs)	7,000	10,944	N/I	8,005
Hay (tons)	1,983	5,802	10,530	22,000

⁸⁹ Oregon Donation Land Claim Act, 31st Congress, Ch. 76, 9 Stat. 496 (1850).

⁹⁰ Jollata, “Vancouver” ; Riddle, “Donation Land Claim Act”

⁹¹ B.F. Alley and J.P. Munro-Fraser, *History of Clarke County Washington Territory*, (Portland: The Washington Publishing Company, 1885), 336- 337.

⁹² Martin Middlewood, “Clark County History: Yacolt Burn,” *The Columbian* (Vancouver, WA), December 19, 2021.

Grass (bushels)	100	55	70	0
Hops (lbs)	3	0	0	12,506
Clover (bushels)	0	2	2	6
Honey (lbs)	4,638	13,175	2,515	N/I

Source: Department of the Interior 1864, 1872, 1883, 1895.

N/I: No information available.

The county's hop industry also flourished at the end of the 1800s, despite a hop lice infestation in 1892 that devastated local hop fields.⁹³ While the majority of the state's hops were subsequently grown in other counties, Clark County maintained local crops because of the local Star Brewery, founded in 1890. Hops and the brewing industry found another foothold within the county when Great Western Malting was founded in 1935, shortly after the end of Prohibition in 1933. The malt company grew to dominate the West Coast barley-malt market in the latter-half of the century.⁹⁴

Orchards served as another backbone to the county's early economic development. In the late 1800s, Arthur Hidden (ca. 1830–1910) established the area's first plum orchard, and by 1888 Clark County was producing roughly 200,000 pounds of prunes a year. Prune sales plummeted in the late 1910s—Germany was one of the country's largest customers in the prewar years, and Prohibition had also taken a toll on the crop that was a necessary component of brandy.⁹⁵ In an attempt to revitalize the prune industry, local growers and merchants formed a group called The Prunarians in 1919, aimed at encouraging cooperation between growers and merchants and raising enthusiasm for the prune industry. The Prunarians established the Prune Festival, complete with a "Queen of Prunes," parades, music, drinks, dancing, and a prune eating contest. However, the publicity was not sufficient and, coupled with Prohibition, the onset of the Great Depression, and changes in American export demands, the prune industry never recovered from the decline.⁹⁶

The practice of growing and milling grains was present in the Washington Territories since the early 1800s, and by 1857 there were seventeen established mills within Clark, Lewis, and Pierce counties.⁹⁷ Early mills were typically built of wood, and none in the county have survived.

⁹³ HistoryLink.org Staff, "Hop Louse Invades Washington, Oregon, And British Columbia in 1892," HistoryLink.org Online Encyclopedia of Washington State History, December 15, 2000. <https://www.historylink.org/File/2889>

⁹⁴ HistoryLink Staff, "Hop Louse"

⁹⁵ Sue Vorenberg, "Prunes Prominent In Clark County's Past," *The Columbian* (Vancouver, WA), March 17, 2012. <https://www.columbian.com/news/2012/mar/17/county-has-proud-prune-past/>

⁹⁶ Vorenberg, "Prunes"

⁹⁷ Norman Reed, "Flour Milling in Washington – A Brief History," HistoryLink.org Online Encyclopedia of Washington State History, July 11, 2010, <https://www.historylink.org/File/9474>

Millers began to build with poured concrete in the early twentieth century, and a few water-powered examples have survived, including the Cedar Creek Grist Mill located in Woodham, north of Vancouver.⁹⁸ The mill was established in 1874 by George Woodham (1827–1895) and his sons.⁹⁹ After weather damage and a succession of ownership, the mill was purchased by Gorund Rosalund in 1901 and began operating in 1909 when he added a shingle mill to the operation.¹⁰⁰ Rosalund likely reconstructed the mill in the poured concrete style around this time.¹⁰¹ The local timber boom kept the mill busy through the next few decades, and the Rosalunds added a machine shop and a blacksmith shop. When the last family member owner died in the 1950s, the Washington State Fisheries Department purchased the property. After many years of renovations, the state converted the facility into a working museum in 1989.¹⁰²

Timber

Inland Clark County was timber rich and at the turn of the twentieth century, the Weyerhaeuser Company took advantage of the thickly forested lands by purchasing large plots from the Northern Pacific Railway: in 1900, timberman Frederick Weyerhaeuser (1834–1914) purchased 900,000 acres of Washington lands from the railway.¹⁰³ Disaster struck with the Yacolt burn of 1902, which resulted in the loss of 370 square miles of timber in southwestern Washington across Clark, Cowlitz, and Skamania counties.¹⁰⁴ The fires traveled 30 miles in 36 hours, shooting flames 300 feet into the air. While named for the town of Yacolt, the fire stopped a half-mile outside of town. After the fires died out, Weyerhaeuser dispatched their subsidiaries, the Clarke County Timber Company and the Twin Falls Logging Company, the latter based out of Yacolt, to salvage what they could.¹⁰⁵ The fire caused a \$12 million to \$30 million loss in 1902 dollars and remained the largest wildfire in Washington state until the Carlton Complex Fire in Okanogan in 2014.¹⁰⁶

The timber industry slowed considerably within the county during the 1930s, after Weyerhaeuser's operations (then called Clarke County Timber Company) announced that it would close its doors in the winter of 1929.¹⁰⁷ It was not until after the conclusion of World War II that further timber logging occurred on a large scale in the county. In 1948, Harbor Plywood re-

⁹⁸ Reed, "Flour Milling in Washington"

⁹⁹ Cedar Creek Grist Mill, "About the Grist Mill," Cedar Creek Grist Mill (website), accessed October 13, 2022, <https://www.cedarcreekgristmill.org/index.php/about>.

¹⁰⁰ Cedar Creek Grist Mill, "About the Grist Mill."

¹⁰¹ Reed, "Flour Milling in Washington"

¹⁰² Cedar Creek Grist Mill, "About the Grist Mill."

¹⁰³ Timothy Egan, *The Good Rain: Across Time & Terrain in the Pacific Northwest*, (New York, New York: Knopf Doubleday Publishing Group, 2011), 167.

¹⁰⁴ Martin Middlewood, "Clark County History: Yacolt Burn," *The Columbian* (Vancouver, WA), December 19, 2021.

¹⁰⁵ Middlewood, "Yacolt Burn."

¹⁰⁶ Middlewood, "Yacolt Burn."

¹⁰⁷ "History of the Chelatchie Prairie RR," Chelatchie Prairie RR. Accessed November 30, 2022. <https://tickets.bycx.org/history>

opened the Chelatchie Prairie area to logging; the company quickly sold to Longview, Portland and Northern rail.¹⁰⁸ After a decade of minor logging operations, the rail company constructed a large lumber and plywood mill called the International Paper Company in 1960.¹⁰⁹ The mill operated until 1979, and the rail spur has been used over the decades for commercial and passenger traffic and has been the subject of renovation efforts in more recent years.¹¹⁰

Railroads

The introduction of the railroad provided the momentum for much of the early development and immigration to Clark County. The enthusiasm for transcontinental rail lines hit Washington Territory by the mid-1800s, and early squatters who had hoped for a legal pathway to land ownership found themselves at odds with the industrial giants. Beginning in 1850, the federal government ceded millions of acres to the railroads; within two decades, roughly 130 million acres of land had been granted to over seventy railroad companies throughout the country.¹¹¹ This put the railroads at odds with squatters and farmers; the Northern Pacific Railway, to name a specific example, was at the center of no less than 3,000 formal land disputes.¹¹² Railways generally received land grants according to a specific number of square mile sections of land within a prescribed distance. Typically, these were allotted as odd-numbered sections of land, and they also required completion of roads by a certain date—usually within ten years. The granting of odd-numbered sections resulted in a checkerboard pattern of land ownership across the landscape.

The legislation passed for the Northern Pacific in 1864 was the largest to date, including nearly 50 million acres to facilitate the construction of a railway from Lake Superior to Puget Sound, with a branch along the Columbia River.¹¹³ The company declared that such a large amount of land was necessary because of the challenge of constructing a railroad through the desolate regions of the American West.¹¹⁴ The Northern Pacific was allotted the typical odd-numbered sections of land abutting twenty miles of the railway within state boundaries and, in the territories, those sections of land within forty miles—much greater than the standard ten miles granted to other railroads. Because Washington was a territory until 1889, the Northern Pacific

¹⁰⁸ "Chelatchie Prairie- Clark County- A History." *The Columbian* (Vancouver, WA). February 22, 1979. Last updated 2020. <https://history.columbian.com/chelatchie-prairie-3/>; "History of the Chelatchie Prairie RR," Chelatchie Prairie RR.

¹⁰⁹ "Chelatchie Prairie- Clark County- A History." *The Columbian*

¹¹⁰ "History of the Chelatchie Prairie RR," Chelatchie Prairie RR.

¹¹¹ David Maldwyn Ellis, "The Forfeiture of Railroad Land Grants, 1867-1894," *The Mississippi Valley Historical Review* 33, no. 1 (1946), 28; Sean M. Kammer, "Railroad Land Grants in an Incongruous Legal System: Corporate Subsidies, Bureaucratic Governance, and Legal Conflict in the United States, 1850–1903," *Law and History Review* 35, no. 2 (2017), 392. <https://www.jstor.org/stable/26338433>.

¹¹² Kammer, "Railroad Land Grants," 393.

¹¹³ Kammer, "Railroad Land Grants," 402; Northern Pacific Railway Act, 38th Cong., Ch. 217, 13 Stat. 365 (July 2, 1864).

¹¹⁴ Kammer, "Railroad Land Grants," 402–403.

was provided a forty-mile buffer within its boundaries. The federal government allowed the Northern Pacific to issue bonds on their lands and gave further authorization to extend its Columbia branch line from Portland to Puget Sound, which provided the railway an additional land grant between Portland and Tacoma.¹¹⁵ By the time the transcontinental line was
5 completed in 1883, the railway owned 7.7 million acres in Washington Territory, almost one-fifth of the total land area.¹¹⁶ Northern Pacific's land grants impacted Clark County to a greater extent than other counties within the territory because the majority of the county fell within the 1864 grant area.¹¹⁷

10 One of the first railroad developments in the county was Northern Pacific's establishment of the town of Kalama in 1870. Located west of Vancouver along the Columbia River, the town first operated as a staging area, taking delivery of equipment, material, and other supplies as necessary for the railway's work in the region. Kalama was linked by rail with the terminus of the Northern Pacific at Tacoma but was only connected to Portland by boat at that time.¹¹⁸

15 The federal practice of railroad land grants ended in 1870, marking the beginning of an era of land forfeiture, when the government took back granted land from the railways in areas that had not yielded track. The Northern Pacific was able to mostly avoid forfeiture as they were actively building lines when the legislation passed; however, they did begin to sell off granted lands at this time. Of the almost 40 million acres of land granted to the Northern Pacific, the railway forfeited only 2.9 million due to its failure to build the Portland–Wallula section.¹¹⁹

20 In the 1880s, the sale of Northern Pacific grant lands to immigrants was a leading cause of population growth within Washington Territory, and Clark County grew at a modest pace during that time. Railroads were eager to transport settlers and their freight, offering land for purchase, discounts for paying cash, as well as low down-payment plans.¹²⁰ Northern Pacific Bureau of
25 Immigration distributed a plethora of literature and advertisements throughout Europe, printing in English, German, Norwegian, and Swedish newspapers.¹²¹ Whether the advertisements were true or just wishful thinking, the number of land grants distributed in 1880 was 8,692, rising to

¹¹⁵ Kammer, "Railroad Land Grants," 404.

¹¹⁶ Connie Y. Chiang and Michael Reese. "Seeing the Forest for the Trees: Placing Washington's Forests in Historical Context." *Evergreen State: Exploring the History of Washington's Forests-* Center for the Study of the Pacific Northwest, University of Washington. Accessed December 2, 2022. <https://www.washington.edu/uwired/outreach/cspn/Website/Classroom%20Materials/Curriculum%20Packets/Evergreen%20State/Section%20II.html>

¹¹⁷ Ellis, "Forfeiture," 45.

¹¹⁸ Gregg Herrington, "Railroading in Vancouver and Southwest Washington," *HistoryLink.org Online Encyclopedia of Washington State History*, August 4, 2008. <https://www.historylink.org/file/8702>.

¹¹⁹ Ellis, "Forfeiture," 45

¹²⁰ Carlos A. Schwantes, "Landscapes of Opportunity: Phases of Railroad Promotion of the Pacific Northwest." *Montana: The Magazine of Western History* 43, no. 2 (1993), 40.

¹²¹ James B. Hedges, "Promotion of Immigration to the Pacific Northwest by the Railroads." *The Mississippi Valley Historical Review* 15, no. 2 (1928), 186.

20,983 in 1883 and covering a total area of 2,905,000 acres.¹²² Immigrants and farmers in California were equally encouraged to come northward.¹²³ Scandinavians were sought after in particular for their “patience and sagacity.”¹²⁴ Dutch immigrants had settled in Vancouver since its earliest years and had begun moving into outlying rural areas after the U.S. took over Fort Vancouver. The population of Clark County increased from 2,367 “white” individuals in 1860 to 5,308 “white” individuals in 1880.¹²⁵ The 1880 census also mentions 183 “colored” persons in the county, as well as 48 Chinese and 135 “Indians” and “half-breeds.”¹²⁶ Those Chinese people in the Vancouver area were employed in “wash-houses,” at the barracks, and for cheap manual labor.¹²⁷ More than 100 Chinese were employed to dig the Eureka Ditch to drain a swampy agricultural area in east Clark County; called “China Ditch,” it runs alongside modern 172nd Avenue.¹²⁸

The Vancouver, Klickitat & Yakima Railroad was the earliest local railroad in Clark County, starting operations in 1887 and connecting between Vancouver Junction and Yacolt. The Portland, Vancouver, and Yakima Railroad purchased and renamed the line after its initial owners went bankrupt in 1897. The line was extended to the Chelatchie Prairie, near the northeast corner of the county, and was thereafter colloquially known as the Chelatchie Prairie Railroad.¹²⁹ The Northern Pacific later purchased the line, converted it to a spur, and went on to use the line to haul logs in a milling operation during the late 1900s.

After a series of bitter lawsuits, the Northern Pacific Railway teamed with the Great Northern Railway in 1905 to begin construction of the North Bank Road from Pasco to Vancouver. On March 19, 1908, regular passenger service began between Vancouver and Pasco. The 221-mile journey took eight hours to complete; from Pasco the line connected to Spokane and all points farther east. Later that same year the Columbia River Bridge was completed placing Vancouver on the critical rail line between Portland and the Puget Sound and eliminating the time consuming train ferry between Goble and Kalama.¹³⁰

¹²² Hedges, “Promotion of Immigration,” 340–341.

¹²³ Hedges, “Promotion of Immigration,” 340–341.

¹²⁴ Hedges, “Promotion of Immigration,” 340–341.

¹²⁵ Alley and Munro-Fraser, *History of Clarke County*, 299.

¹²⁶ “Analysis of the population,” *Vancouver Independent* (Washington Territory), January 13, 1881, 1.

¹²⁷ Martin Middlewood, “Clark County History: First Chinese residents,” *The Columbian* (Vancouver, WA), December 20, 2020. <https://www.columbian.com/news/2020/dec/20/clark-county-history-first-chinese-residents/>.

¹²⁸ Jino Conklin, “China Ditch,” *The Columbian: Clark History*. Last updated 2020. <https://history.columbian.com/china-ditch-3/>.

¹²⁹ “History of the Chelatchie Prairie Railroad” 2022

¹³⁰ Herrington, “Railroading.”

Roads

By the time of early European settlement, there were established Native American trails linking the Columbia River to inland areas such as the Chelatchie Prairie. Most of the county's early roads were constructed to connect the burgeoning town of Vancouver with outlying areas, often following preexisting trails that paralleled rivers and connected riparian areas with prairies and homesteads. The first military road established in Washington Territory opened around 1857, running from the Vancouver Barracks to Fort Steilacoom near present-day Tacoma.¹³¹ Vancouver's military reservation became the locus of a series of roads radiating northward as well as east-west into larger Clark County. The first official state road in Washington State was designated in 1893, and the first official state road in Clark County was State Road No. 8, which connected Lyle in Klickitat County to Washougal in Clark County.¹³²

Prior to the ubiquity of the automobile, bicyclists were the earliest and most vocal advocates for road improvements; they were instrumental in calling for the first substantial road improvements throughout Clark County. Advocates successfully demanded state and county funding for road improvement and maintenance, codified in legislation in 1907.¹³³

Ports

The first public ports in Washington state were the result of a backlash against the domination of private railroad companies of the state's docks and harbors. The Port District Act was passed in 1911, and in 1912, voters approved the creation of a port district along the Columbia River at Vancouver.¹³⁴ This was the third port district approved in the state, after the Port of Seattle and the Port of Grays Harbor.¹³⁵ Driven by the exigencies of World War I, voters approved a bond in 1918 to create a shipyard on filled swampland at the Port of Vancouver. The Standifer Wooden Shipyard employed over 450 workers and launched six merchant vessels before the federal government canceled all wooden-ship contracts in December of 1918.¹³⁶ Standifer quickly transitioned to steel construction and won a contract to build steel steamships over the next two years, even after the end of the war effort.¹³⁷ By the early 1920s, however, Standifer production declined, and the company was forced to deed the property back to the City of Vancouver.

¹³¹ Thomas W. Prosch, "The Military Roads of Washington Territory." *The Washington Historical Quarterly* 2, no. 2 (1908): 123. <http://www.jstor.org/stable/40473854>.

¹³² Washington Department of Highways, "Forty Years with the Washington Department of Highways." 1945, 1-2. Accessed July 24, 2022.

<https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll9/id/2113/rec/23>.

¹³³ "Of Interest To Bicyclists," *The Vancouver Weekly Columbian*, (Vancouver, WA), February 20, 1908, 7.

¹³⁴ Port of Vancouver USA. "History." Port of Vancouver USA. Accessed October 14, 2022.

<https://www.portvanusa.com/about/history/>.

¹³⁵ HistoryLink.org Staff, "Washington Public Ports: A List with Founding Dates," HistoryLink.org Online Encyclopedia of Washington State History, April 29, 2011. <https://www.historylink.org/file/9809>.

¹³⁶ Middlewood, "Clark County History."

¹³⁷ Middlewood, "Clark County History."

During the Great Depression, the Works Progress Administration came to Clark County, providing jobs and funding for roads, bridges, public buildings, parks, and other structures. In total, Clark County received the contemporary equivalent of \$10 million and over 800 jobs were created.¹³⁸ In 1934, the Port of Vancouver constructed a 2.1-million-bushel grain elevator on the site of the old Standifer Shipyard and leased it to the Pacific Continental Grain Company. The next year, following the repeal of Prohibition, the Port purchased an adjacent property with federal funding from the Public Works Administration, where they constructed a second dock and a malting plant in order to take advantage of the state's newly legal hops.¹³⁹ Additional ports along the Columbia River were established in Clark County in the following years, with the Port of Camas-Washougal, established by public vote in 1935, and the Port of Ridgefield, voted in on March 15, 1940.¹⁴⁰

World War II and Later Development

The U.S. entry into World War II brought economic relief to much of the county, most prominently from the construction of a new, gigantic shipyard along the Columbia River, built by the Kaiser Corporation (discussed below). In addition to shipbuilding, Clark County's ports brought economic opportunity with the establishment of the first aluminum to be manufactured in the West. The Aluminum Company of America (later, ALCOA) plant started production in Vancouver on September 23, 1940 and reached an all-time production high during the war in 1943.¹⁴¹

In 1942, following the U.S. entry into World War II, President Franklin Delano Roosevelt (1882–1945) issued Executive Order 9066, a decree ordering the forced removal of Japanese Americans, predominantly those living on the West Coast, to incarceration camps.¹⁴² Clark County residents were sent to Tule Lake camp in California.¹⁴³ Japanese immigrants had played a large role in the growth of the county during the early twentieth century, despite being unable

¹³⁸ Martin Middlewood, "Clark County History: Works Progress Administration." *The Columbian* (Vancouver, WA). July 24, 2022. <https://www.columbian.com/news/2022/jul/24/clark-county-history-works-progress-administration/>

¹³⁹ John Caldbick, "Great Western Malting Company," HistoryLink.org Online Encyclopedia of Washington State History, posted October 8, 2011. <https://www.historylink.org/file/9946>.

¹⁴⁰ HistoryLink.org Staff, "Washington Public Ports."

¹⁴¹ Kit Oldham, "Alcoa plant at Vancouver produces the first aluminum in the West on September 23, 1940," HistoryLink.org Online Encyclopedia of Washington State History, February 21, 2003. <https://www.historylink.org/file/5265>.

¹⁴² "Executive Order 9066: Resulting in Japanese-American Incarceration (1942)," The U.S. National Archives and Records Administration, accessed November 29, 2022. <https://www.archives.gov/milestone-documents/executive-order-9066>

¹⁴³ Charles A. Ptolemy, "The Evacuation of Japanese-Americans from Washington State During World War II: A Study in Race Discrimination." Master's Thesis. Dept. of Education, Central Washington University, Ellensburg, WA, 1965. <https://digitalcommons.cwu.edu/etd/494>

to own land or gain citizenship because of anti-Asian covenants and laws.¹⁴⁴ Japanese workers played large but uncelebrated roles, as illustrated in the fact that by 1930, 47 percent of truck farmers in Clark County were Japanese American.¹⁴⁵ The 1940 census recorded nineteen Japanese American families residing in Clark County. It was extremely rare for families to return; after World War II, only one family in the county is recorded to have moved back after release, and they were required to buy back their land from its temporary caretaker.¹⁴⁶

After the conclusion of the war, Vancouver and Clark County commenced the planning and construction of an Interstate Highway system which ultimately opened the door to greater visitation and commerce in the latter half of the century.¹⁴⁷ Vancouver grew exponentially, due to an influx of residents as well as many large adjacent land annexations; by 1964, it had become Washington's sixth most populous city.¹⁴⁸ The county began to find its stride in the tourism industry in the mid-1960s, starting with a multiyear plan to reconstruct the HBC stockade in Vancouver and the designation of parklands by the NPS.¹⁴⁹ Vancouver built several important civic amenities throughout the 1960s, spurred by federal urban renewal and road improvement funding programs (discussed below).

The latter decades of the twentieth century witnessed a regrowth of Vancouver and Clark County: public revitalization projects and transportation programs redirected the county's economies towards commerce and tourism industries. The reconstruction of the Fort Vancouver site and its designation as a National Historic Site was an early and significant step in the county's growth. Guided by the development of Vancouver and strengthened by its connections to the larger Pacific Northwest, Clark County has expanded far beyond its roots as a colonial frontier and agricultural hinterland.

Vancouver National Historic Reserve

Origins

The Vancouver National Historic Reserve is one of the most historically important sites within the Pacific Northwest, where strands of indigenous, colonial, and modern history are deeply entwined and overlapping. The site was one of the earliest permanent British outposts on the continent's western edge and, from its inception, remained a bastion of governmental authority

¹⁴⁴ Cherstin Lyon, "Alien land laws," *Densho Encyclopedia*, accessed December 2, 2022. <https://encyclopedia.densho.org/Alien%20land%20laws>.

¹⁴⁵ Ptolemy, "Evacuation" ; "Truck farmer" here connotes farmers who grew produce and "trucked" it to local markets and stores.

¹⁴⁶ City of Vancouver, "Nikkei Park Naming History," The City of Vancouver, Washington: Parks, Recreation & Cultural Services, accessed October 13, 2022. <https://www.cityofvancouver.us/parksrecculture/page/nikkei-park-naming-history>

¹⁴⁷ "Photograph of Interstate Highway 5," *The Columbian* (Vancouver, WA), November 10, 1958, 6.

¹⁴⁸ Tony Bacon, "Vancouver's Growth District," *Oregonian* (Portland, OR), December 27, 1964, 3.

¹⁴⁹ Erigero, *Historic Overview*, 63; Jollota, "Vancouver."

into the twentieth century. Such extended use encompassing periods of both British and European American expansion necessitated substantial changes to the site, which have left behind a multilayered landscape of architectural and archaeological resources.

5 Members of the HBC founded the Vancouver National Historic Reserve as Fort Vancouver in the early nineteenth century.¹⁵⁰ The origins of the HBC date to 1670 when England's King Charles II established it by royal charter.¹⁵¹ Although its corporate structure allowed it to receive private financing, the HBC acted as a powerful colonial arm in the British settlement of North America with sweeping governmental authorities.¹⁵² Over more than a century, it directed fur trade throughout the North American interior from a collection of settlements and forts that were
10 the nodes in a vast trading network.¹⁵³ Beginning in 1821, the HBC's jurisdiction was extended west to include the "Columbia Department" (what U.S. citizens called the "Oregon Country") after its merger with an upstart rival, the NWC.¹⁵⁴ The merger would allow the HBC to protect and foster British interests in the region which had remained contested territory since the War of 1812.¹⁵⁵

15 With the merger, the HBC found that existing NWC posts within the Columbia Department were unprofitable and poorly located.¹⁵⁶ To rectify the situation, HBC Governor Sir George Simpson and the region's new Chief Factor, Dr. John McLoughlin, arrived in the region in 1824 and made plans for a new site along the Columbia River.¹⁵⁷ Traveling inland from the coast, McLoughlin proposed the construction of a new post along the river's north edge in an area known to
20 trappers as "Jolie Prairie" near the confluence with Willamette River.¹⁵⁸

Long used and cultivated by area tribes, the prairie provided an attractive open area that was suitable for construction activities and to support a program of farming and grazing.¹⁵⁹ Simpson

¹⁵⁰ Kit Oldham, "Hudson's Bay Company opens Fort Vancouver on March 19, 1825," HistoryLink.org Online Encyclopedia of Washington State History, posted February 20, 2003, <https://www.historylink.org/File/5251>; René M. Senos, Anita Hardy, Allen Cox, Anne-Emilié Gravel, Mischa Ickstadt, James Sipes, and Keith Larson, *Vancouver National Historic Reserve Cultural Landscape Report, Vancouver, Washington*, (Washington, DC: Department of the Interior, National Park Service, 2005); Gregory P. Shine, "Fort Vancouver," Oregon Encyclopedia, Portland: Portland State University and the Oregon Historical Society, 2018. Updated August 30, 2022, https://www.oregonencyclopedia.org/articles/fort_vancouver/#.YuJb5YTMJD8,

¹⁵¹ Gregory P. Shine, "Hudson's Bay Company," Oregon Encyclopedia. Portland: Portland State University and the Oregon Historical Society, 2018, Updated August 19, 2022, https://www.oregonencyclopedia.org/articles/ HUDSON_S_BAY_COMPANY/#.YuJbzoTMJD

¹⁵² Shine, "Hudson's Bay Company."

¹⁵³ Senos et al., *Vancouver National Historic Reserve*, 14.

¹⁵⁴ Shine, "Hudson's Bay Company."

¹⁵⁵ Shine, "Fort Vancouver."

¹⁵⁶ Senos et al., *Vancouver National Historic Reserve*, 14-15; Shine, "Fort Vancouver."

¹⁵⁷ Shine, "Fort Vancouver."

¹⁵⁸ Oldham, "Hudson's Bay Company opens Fort Vancouver."

¹⁵⁹ Oldham, "Hudson's Bay Company opens Fort Vancouver."; Senos et al., *Vancouver National Historic Reserve*, 15; Shine, "Fort Vancouver."

hoped this would allow the post to become largely self-sufficient and make it less of a demand on company expenses.¹⁶⁰ In addition to its environmental qualities, the site also offered the company a strategic location along a navigable portion of the Columbia River which could both outfit an upriver fleet of trade bateaux (barges), as well as supply ocean-going freight ships.

5 Even more broadly, because the prairie was critically located on the river's north bank it reinforced England's claim to the Columbia Department and its calls to use the river as a permanent international boundary.¹⁶¹ Construction on the outpost began in 1824 and, on March 19, 1825, Simpson christened the site Fort Vancouver.¹⁶² While the British explorer George Vancouver had never personally sailed the Columbia, Simpson later explained that the "object
10 of naming it after that distinguished navigator... is to identify our [Britain's] claim to the Soil and Trade with his discovery of the River and Coast on behalf of Gt Britain."¹⁶³

Although initially intended as a secondary outpost, Fort Vancouver grew rapidly under McLoughlin's leadership and, by 1829, became the permanent headquarters of HBC's Northwestern activities.¹⁶⁴ In the same year, the fort was moved from its original location to the
15 prairie's lower plain where a new wooden stockade enclosed some twelve buildings.¹⁶⁵ Around its perimeter, McLoughlin inaugurated the region's first western-style agriculture with the planting of 120 acres.¹⁶⁶ With more limited success, McLoughlin worked to establish other industries by constructing grist and grain mills, and attempted to package Columbia River salmon for export.¹⁶⁷

20 While McLoughlin's direction helped the post to prosper, his efforts were supported by a large staff stationed at the fort.¹⁶⁸ This staff was divided by HBC into a rigid hierarchy but included a remarkable diversity of ethnic backgrounds that reflected the fur industry more broadly.¹⁶⁹ By the time of Fort Vancouver's establishment, HBC employed Englishmen, Scots, French-Canadians, Cree, Iroquois, and "Métis" among other groups.¹⁷⁰ Further, many of the post's
25 employees were married by common law ("in the fashion of the country") to Native women who,

¹⁶⁰ Shine, "Fort Vancouver."

¹⁶¹ Shine, "Fort Vancouver."

¹⁶² David Lavender, *Land of Giants: The Drive to the Pacific Northwest, 1750-1950*, (Edison, NJ: Castle Books, 2001), 122; Shine, "Fort Vancouver."

¹⁶³ Qtd. in Shine, "Fort Vancouver."

¹⁶⁴ Shine, "Fort Vancouver."

¹⁶⁵ Shine, "Fort Vancouver."

¹⁶⁶ Shine, "Fort Vancouver."

¹⁶⁷ Jack Nisbet and Claire Nisbet, "Hudson's Bay Company," HistoryLink.org Online Encyclopedia of Washington State History, posted July 24, 2011, <https://www.historylink.org/file/9881>.

¹⁶⁸ Douglas C. Wilson, "The Decline and Fall of the Hudson's Bay Company Village at Fort Vancouver." In *Alis Volat Propriis: Tales from the Oregon Territory, 1848-1859*, ed. Chelsea Rose and Mark Axel Tveskov, (Salem, OR: Association of Oregon Archaeologists, 2014), 24.

¹⁶⁹ Dana Lynn Holschuh, "An Archaeology of Capitalism: Exploring Ideology through Ceramics from the Fort Vancouver and Village Sites," (Master's thesis, Portland State University, 2013), 21.

¹⁷⁰ Senos et al., *Vancouver National Historic Reserve*, 21; Wilson, "The Decline and Fall of the Hudson's Bay Company," 22-23.

though initially barred from the post by Simpson, were continuously present within Fort Vancouver from its establishment onwards.¹⁷¹ After 1828, Native Hawaiians—called variously Kanakas, Owyhees, or Sandwich Islanders by the British—arrived on HBC ships as another source of labor, eventually forming one-third of the Fort’s total workforce.¹⁷² In time, the prevalence of this group was such that the small worker’s village developing west of the fort was termed “Kanaka Village.”¹⁷³

For more than fifteen years, Fort Vancouver prospered and functioned as the de-facto colonial capital of the Pacific Northwest.¹⁷⁴ During these years, the fur trade remained strong, and the post sought to export 20,000 beaver pelts per year along with other, less lucrative skins.¹⁷⁵ Pelts and furs were collected from across the region, stored at the fort, and then loaded onto the ships that arrived annually with fresh trading supplies.¹⁷⁶ After traveling around Cape Horn, the pelts were sold at market to Europeans and Americans who turned them into hats and other fashionable items.¹⁷⁷

Visiting in 1841, American explorer Lt. Charles Wilkes described the fort’s prosperity writing:

“[The] establishment at Vancouver is upon an extensive scale, and is worthy of the vast interest of which it is the centre... Everything may be had at the fort; they have an extensive apothecary’s shop, a bakery, blacksmiths’ and coopers’ shops, trade offices for buying, others for selling, others again for keeping accounts and transacting business; [and] shops for retail... of the quantity on hand, some idea may be formed from the fact that all the posts west of the Rocky Mountains get their annual supplies from this depot.”¹⁷⁸

Such developments were grounded upon more than furs, for McLoughlin’s agricultural experiment had proven enormously successful, eventually expanding to 1,420 acres by 1846.¹⁷⁹ The fields not only supplied food for residents of Fort Vancouver but also became an important secondary revenue source for the site.¹⁸⁰ As Wilkes noted, surplus produce was distributed to posts throughout the Columbia District and was also traded with Russians in fulfillment of treaty obligations.¹⁸¹

¹⁷¹ John A. Hussey, “The Women of Fort Vancouver.” *Oregon Historical Quarterly* Vol. 92, (1991): 266.

¹⁷² Holschuh, “An Archaeology of Capitalism,” 20.

¹⁷³ Senos et al., *Vancouver National Historic Reserve*, 21; Wilson, “The Decline and Fall of the Hudson’s Bay Company.”

¹⁷⁴ Shine, “Fort Vancouver.”; Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 24;

¹⁷⁵ Lorne Hammond, “Marketing Wildlife: The Hudson’s Bay Company and the Pacific Northwest, 1821-49.” *Forestry & Conservation History* 37, no.1 (January 1993): 20.

¹⁷⁶ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 22.

¹⁷⁷ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 22.

¹⁷⁸ Wilkes, *United States Exploring Expedition*, 184.

¹⁷⁹ Senos et al., *Vancouver National Historic Reserve*, 15.

¹⁸⁰ Shine, “Fort Vancouver.”

¹⁸¹ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 22; Shine, “Fort Vancouver.”

Arrival of European American Settlers

Beginning in 1840, U.S. citizens began to travel overland along the Oregon Trail to establish homesteads in the Willamette Valley.¹⁸² These interlopers left the East for a variety of reasons and headed west in search of new opportunities.¹⁸³ Their choice of Oregon was encouraged by
5 developments in contemporary U.S. political discourse which supported an expansionist agenda.¹⁸⁴ Private publications throughout the 1830s including John B. Wyeth's *Oregon...* (1833), Washington Irving's *Astoria* (1936), and John Kirk Townsend's *Narrative of a Journey Across the Rocky Mountains to the Columbia River* (1839) all helped to promote the region in the popular imagination and were substantiated by government-funded surveyors in the 1830s
10 and 1840s.¹⁸⁵

The first arrivals in 1840 traveled over the Blue Mountains before floating down the Columbia River to Fort Vancouver.¹⁸⁶ While McLoughlin had historically maintained a welcoming attitude toward Europeans and European American visitors, the arrival of the settlers complicated his position as their presence threatened British claims on the region.¹⁸⁷ Risking the displeasure of
15 his company and government, McLoughlin was generous to many parties that were near the end of their provisions, giving them clothing and food from the Fort's stores.¹⁸⁸ He further supported activities that were mutually beneficial to the company and settlers' interests including selling seed for planting and lending cattle for breeding.¹⁸⁹ By 1843, immigrants began pouring into the region, and by¹⁹⁰ 1845, the European American population had swelled to 3,000,
20 dwarfing both British and Indigenous residents by an increasingly large margin.¹⁹¹

Just as the tides of settlement were changing, so too were fashions, namely the popularity of beaver hats and attire. Beginning in 1842, HBC auctions for beaver pelts failed to achieve their standard profits and prices dropped precipitously.¹⁹² Among high society, the iconic beaver hat of the early nineteenth century had been replaced by the silk hat by 1845, and unused pelts

¹⁸² Stephen Dow Beckham, *An Interior Empire: Historical Overview of the Columbia Basin* (Walla Walla: Eastside Ecosystem Management Project, 1995), <https://www.fs.fed.us/r6/icbemp/science/beckham.pdf>, 31; Senos et al. *Vancouver National Historic Reserve*, 16.

¹⁸³ Beckham, *An Interior Empire*, 29.

¹⁸⁴ Beckham, *An Interior Empire*, 29.

¹⁸⁵ Beckham, *An Interior Empire*, 29.

¹⁸⁶ Lavender, *Land of Giants*, 235.

¹⁸⁷ Lavender, *Land of Giants*, 211; Senos et al., *Vancouver National Historic Reserve*, 16.

¹⁸⁸ John David Holliday, "The Leadership of John McLoughlin in Relation to the People and Events of Pacific Northwest History 1824-1846," master's thesis, Portland State University, 1995, 75; Donna L. Sinclair, *Part I, "Our Manifest Destiny Bids Fair Fulfillment": An Historical overview of Vancouver Barracks, 1846-1898*, (Washington, DC: Department of the Interior, National Park Service, 2004), 9.

¹⁸⁹ Shine, "Fort Vancouver."

¹⁹⁰ Beckham, *An Interior Empire*, 31-32; Senos et al., *Vancouver National Historic Reserve*, 16.

¹⁹¹ Beckham, *An Interior Empire*, 31-32.

¹⁹² Hammond, "Marketing Wildlife," 21.

began piling up in company warehouses.¹⁹³ By 1847, beaver was sold for a price of 3 to 4 shillings—down from a price of 35 shillings in the early 1820s.¹⁹⁴ This was good news for the beaver population, whose numbers had plummeted in the intervening decades.¹⁹⁵ All told, between 1825 and 1847, over 443,000 beaver pelts had been exported from the HBC’s
5 Columbia District, most of them by way of Fort Vancouver.¹⁹⁶

In 1846, due to the decline in the fur trade, combined with American emigration and the difficult navigation of the Columbia River Bar (the “Graveyard of the Pacific”), the HBC moved their headquarters to the southern tip of Vancouver Island.¹⁹⁷ The transfer coincided with the expansionist agenda of the U.S. Polk Administration and the signing of the Oregon Treaty in the
10 same year.¹⁹⁸ The treaty marked the official removal of British claims to the Oregon Territory and placed a permanent international boundary on the 49th parallel.¹⁹⁹ While HBC retained ownership of Fort Vancouver, its regional business dealings were relocated to a mercantile shop in Oregon City, as well as additional shops in Champoege and on the grounds of the fort itself.²⁰⁰
15 By this time, the prairie post had matured into an extensive site—since renamed Fort Plain— including the enclosed fort, the adjacent village, various cultivated fields, and a working area near the river with trade shops, stables, and storehouses.²⁰¹ Additional “plains” or prairies to the north and east had been numbered and either utilized by the company or were becoming homesteads for new American settlers.²⁰²

With the removal of the company’s headquarters to Victoria, company lands at Fort Vancouver
20 were leased to the U.S. Army, which established Camp Vancouver in 1849.²⁰³ The camp—later the Columbia Barracks (1850–1853), Fort Vancouver (1853–1879), and finally the Vancouver Barracks (1879 onward)—was located on lands above the stockade and village, looking down on the company center.²⁰⁴ Around it, a rectangular reserve was created to both protect HBC

¹⁹³ Hammond, “Marketing Wildlife,” 21.

¹⁹⁴ Hammond, “Marketing Wildlife,” 21.

¹⁹⁵ Barton Barbour, “Fur Trade in Oregon Country,” Oregon Encyclopedia, Last updated April 20, 2022. https://www.oregonencyclopedia.org/articles/fur_trade_in_oregon_country/#.YkdKkTVIBhE.

¹⁹⁶ Hammond, “Marketing Wildlife,” 17.

¹⁹⁷ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 24; Shine, “Fort Vancouver.”

¹⁹⁸ Sinclair, *Part I, “Our Manifest Destiny Bids Fair Fulfillment,”* 8.

¹⁹⁹ Shine, “Fort Vancouver.”

²⁰⁰ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 24

²⁰¹ Senos et al., *Vancouver National Historic Reserve*, 16.

²⁰² Senos et al., *Vancouver National Historic Reserve*, 12.

²⁰³ Duane Colt Denfeld, “Fort Vancouver is renamed Vancouver Barracks on April 5, 1879.”

HistoryLink.org Online Encyclopedia of Washington State History, posted March 7, 2010.

<https://www.historylink.org/file/9326>; Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 24; Shine, “Fort Vancouver.”

²⁰⁴ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 24.

lands from settler incursion and create room for future growth.²⁰⁵ As the region continued to prosper with yet more settlers, continued growth pressures compelled the reserve to downsize in 1853 to a final size of only 640 acres.

5 Though relations were initially friendly between the U.S. and British posts, they had dissolved into hostility by the mid-1850s over site disputes and other sundry disagreements.²⁰⁶ Company staff stationed at the site dropped from 200 in 1841 to 12 in 1853 and to only 6 in the later 1850s (Figure 17).²⁰⁷ In December 1853, Washington settler Isaac Ebey described the village as a collection of “old, dilapidated huts, most of them untenanted, and are left to decay.”²⁰⁸ In 10 1860, the Army had razed all but three of the village residences, and building materials were either reused or burned as firewood.²⁰⁹ To underline the company’s erasure, the Army further dug up the wooden fences and headboards within the company cemetery and used the pieces for kindling.²¹⁰

The Formation of Vancouver Barracks

15 The decline and removal of the fort marked the closure of the military reservation’s period as a major trade hub and the dawn of its use as a U.S. military installation.²¹¹ From 1860 to 1880, American soldiers stationed out of Vancouver Barracks played a critical role in suppressing Indigenous sovereignty through the forceful settlement of disputes and the relocation of groups onto often small and distant reservations.²¹²

20 To support these efforts, the Army initially reorganized both the physical environment of the post and its own administrative form. New roads were laid out along the upper meadow and a residential “Officers’ Row” was created above the Parade Ground in addition to other miscellaneous structures.²¹³ Further, in 1865, the post became the headquarters of the newly created Department of the Columbia which oversaw the State of Oregon, as well as the territories of Washington and Idaho.²¹⁴

²⁰⁵ Kit Oldham, “United States Army establishes Camp Columbia at the Hudson’s Bay Company’s Fort Vancouver on May 13, 1849,” HistoryLink.org Online Encyclopedia of Washington State History, posted February 21, 2003, <https://www.historylink.org/File/5263>.

²⁰⁶ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 24-25.

²⁰⁷ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 25.

²⁰⁸ Qtd. in Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 24.

²⁰⁹ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 25.

²¹⁰ Wilson, “The Decline and Fall of the Hudson’s Bay Company,” 25.

²¹¹ Senos et al., *Vancouver National Historic Reserve*, 23.

²¹² Patricia C. Erigero, *Historic Overview and Evaluation of significant Resources*, Draft, Washington, DC: Department of the Interior, National Park Service, 1992.

http://www.nps.gov/parkhistory/online_books/fova/historic_overview.pdf, 49; Senos et al., *Vancouver National Historic Reserve*, 58.

²¹³ Senos et al., *Vancouver National Historic Reserve*, 24-25.

²¹⁴ Erigero, *Historic Overview*, 49.



Figure 17. Depiction of Fort Vancouver showing British developments (at right) and American military developments (on bluff at left). Gustav Sohon. *Lithograph of Fort Vancouver, 1854*. 1854. Asset ID: 57D2C6F3-01AC-FCA6-670DFDE5848099C9 (NPS).

- 5 Despite these changes, however, Army inspectors found the post deficient in 1866. At this time, Brigadier General James F. Rusing wrote that “[m]ilitarily considered, it [Fort Vancouver] has ceased to be of value because of heavy settlement in that region and [the] disappearance of Indians. As a depot of supplies facts and figures prove it to be useless... Recommend early abandonment of Fort Vancouver as practically valueless to the Govt.”²¹⁵ The following year, the
- 10 headquarters for the Department were moved to Portland and the installation’s future was thrown into doubt.²¹⁶

Over the subsequent decade, the post received few improvements, but soldiers stationed there continued to provide important support to western military efforts. In 1870, the territory of Alaska came under the jurisdiction of the Department of the Columbia and Vancouver Barracks soldiers

15 helped to conduct explorations into the newly purchased region.²¹⁷ Later, the installation played a direct role in conflicts with the Nez Perce Tribe (Nimiipuu), instigated by ongoing treaty

²¹⁵ Qtd. in Erigero, *Historic Overview*, 50.

²¹⁶ Erigero, *Historic Overview*, 49–51.

²¹⁷ Erigero, *Historic Overview*, 49.

violations on the part of the federal government.²¹⁸ Following the events of the Flight of 1877 and eventual surrender, U.S. federal forces imprisoned Chief Joseph and other members of the Tribe at the site from August 1877 to April 1878.²¹⁹

5 Just as the U.S. government began the transfer of the Nez Perce to their Idaho reservation, military officials reconsidered their misgivings over the installation's suitability and the departmental headquarters were transferred back from Portland.²²⁰ The following year, the military officially renamed the Vancouver Barracks and undertook a building campaign with a \$56,000 appropriation "to construct and repair officers['] quarters."²²¹ Between 1885 and 1889, the military substantially improved Officers' Row, removing all but one of the earlier log buildings
10 (today's Grant House), and constructing new residences in fashionable contemporary architectural styles.²²² Landscape improvements beautified the post's grounds: a tree-lined allée was created along Grant Avenue (today Evergreen Boulevard) and European-style garden sensibilities were introduced, including ornamental plantings and imported trees.²²³

15 In 1887, the Army completed its rout of former HBC institutions when it evicted the members of the St. James Mission from the small complex located within the military reservation's boundaries.²²⁴ The mission's land claim, once protected by the Army, had been found increasingly tenuous in the eyes of military officials, and the church had already begun building new facilities on lots within the town of Vancouver.²²⁵ To stop the seizure, church officials brought an injunction against the government; however, as the case wound through the court
20 system, the old St. James church burnt to the ground in 1889 under unclear circumstances.²²⁶ Finally, in 1895, the U.S. Supreme Court ruled that the church was entitled only to the lands directly beneath the mission—approximately 0.5 acre—rather than the 640 acres once asserted in the claim.²²⁷

25 While the built environment of the installation changed little in the 1890s, the soldiers stationed there were active in a variety of local conflicts and expeditions. In 1892, President Benjamin Harrison ordered five companies to travel east to Idaho to control workers striking against the Mine Owner's Protective Association in Coeur d'Alene.²²⁸ A year later, additional troops were

²¹⁸ Jim Kershner, "Chief Joseph (1840-1904)," HistoryLink.org Online Encyclopedia of Washington State History, posted April 7, 2009, <https://www.historylink.org/File/8975>.

²¹⁹ Senos et al., *Vancouver National Historic Reserve*, 29; Kershner, "Chief Joseph."

²²⁰ Erigero, *Historic Overview*, 49.

²²¹ Qtd. in Erigero, *Historic Overview*, 52.

²²² Erigero, *Historic Overview*, 52–53.

²²³ Erigero, *Historic Overview*, 52–53; Senos et al., *Vancouver National Historic Reserve*, 32–33.

²²⁴ Erigero, *Historic Overview*, 49.

²²⁵ Erigero, *Historic Overview*, 49.

²²⁶ Erigero, *Historic Overview*, 49; Senos et al., *Vancouver National Historic Reserve*, 28.

²²⁷ Erigero, *Historic Overview*, 49; Senos et al., *Vancouver National Historic Reserve*, 29.

²²⁸ Erigero, *Historic Overview*, 54.

sent north to discipline strikers in the so-called Coxey's Army march.²²⁹ Later in 1894, soldiers helped the Northern Pacific Railway during the Pullman Strike.²³⁰ At the decade's end, the post provided troops to the 1898 Spanish–American War and served as a significant mobilization and training center for volunteers from Washington and Oregon.²³¹

5 The events of the Spanish–American War precipitated an increase in the size of the U.S. standing Army and a subsequent reorganization of military units.²³² An infantry regiment and two batteries of artillery were assigned to Vancouver Barracks, requiring a substantial expansion in housing.²³³ Beginning in 1902, many new buildings were constructed in the contemporary Classical Revival style based upon stock plans from the Office of the
10 Quartermaster General.²³⁴ These included double barracks, a new administration building, and a new hospital among a variety of other improvements.²³⁵

Other changes came in 1903 when the Army granted an easement to the Spokane, Portland and Seattle Railway (SP&S) to build a “North Bank” line along the southern edge of the military reservation.²³⁶ Backed by railroad tycoon James J. Hill (1838–1916), the potential line allowed
15 trains traveling east to west to avoid the expensive and time-consuming climbs over the Cascade Mountains.²³⁷ Construction began in 1905 and continued through 1908; the high berm severed the longstanding connection between the fort, its subsequent installation, and the shoreline of the Columbia River.²³⁸ A spur line built atop a trestle led northwards from the berm into the military reservation.²³⁹ Trains began to run from Vancouver to Pasco on June 15,
20 1908.²⁴⁰ Later that year, crews completed the Columbia River bridge—then the longest double-track railroad bridge in the world—which, on November 5, 1908, carried Hill aboard the inaugural train that crossed the river into Portland.²⁴¹

In the years leading up to World War I, Vancouver Barracks continued to mature as the needs of the installation and its environs evolved. In 1909, the Army leased and later purchased 3,000
25 acres of land northeast of Vancouver, dubbed Camp Bonneville, for use as a rifle range and

²²⁹ Erigero, *Historic Overview*, 54.

²³⁰ Erigero, *Historic Overview*, 54.

²³¹ Erigero, *Historic Overview*, 54–55.

²³² Erigero, *Historic Overview*, 55.

²³³ Erigero, *Historic Overview*, 55.

²³⁴ Erigero, *Historic Overview*, 55–56; Senos et al., *Vancouver National Historic Reserve*, 35.

²³⁵ Erigero, *Historic Overview*, 55–56.

²³⁶ Erigero, *Historic Overview*, 55–56.

²³⁷ John Caldbick, “Portland & Seattle Railway Completes Washougal River Bridge on November 1, 1907,” HistoryLink.org Online Encyclopedia of Washington State History, posted November 11, 2015, <https://www.historylink.org/File/11137>.

²³⁸ Erigero, *Historic Overview*, 56; Senos et al., *Vancouver National Historic Reserve*, 34; Herrington, “Railroading.”

²³⁹ Erigero, *Historic Overview*, 56.

²⁴⁰ Herrington, “Railroading.”

²⁴¹ Herrington, “Railroading.”

maneuver training ground.²⁴² Two years later, the installation’s polo fields began to serve as an makeshift runway for the region’s first aviators.²⁴³ Later, in 1913, another military reorganization of the Army’s geographic departments left Vancouver Barracks as the headquarters of the Seventh Brigade beneath the Third Division based in San Francisco.²⁴⁴

5 **Vancouver Barracks at War**

As the events of World War I (1914–1917) redefined Europe, military strategists on both sides of the Atlantic realized that the world’s first “modern war” would require an array of modern technologies.²⁴⁵ Foremost among these were airplanes, which, at the time, were constructed with wood—preferably one with a high strength-to-weight ratio and of exceptionally high quality.
10 Among the best aviation-grade lumbers was Sitka spruce, which grew in abundance in the old-growth forests of Oregon, Washington, and Alaska.²⁴⁶

As the U.S. entered the war in 1917, Congress appropriated some \$694 million for aeronautical activities, including domestic construction of airplanes and exporting materials—principally spruce—to allied manufacturers.²⁴⁷ While it was initially anticipated that private Northwest mills
15 would help meet this demand, production proved slow, owing to mismanagement, workers' strikes (principally by the labor union the Industrial Workers of the World also known as the “IWW” or the “Wobblies”), and corporate price-gouging.²⁴⁸ Sent west to study the issue, former Army captain Brice Disque reported that these issues were unlikely to resolve soon and recommended using military forces to log and mill wood for the war effort.²⁴⁹

20 Under Disque’s efforts, the military created a Spruce Production Division within the U.S. Army Signal Corps in November 1917.²⁵⁰ The division was to be based at Vancouver Barracks and headquartered in Portland.²⁵¹ Infantry regiments stationed at the site were relocated to make way for “spruce soldiers,” a group that initially included any soldier from across the armed forces with prior logging experience.²⁵²

25 While initially just a training center, the barracks’ polo fields on the lower Fort Plain proved a prime location for siting a cut-up plant with an existing railroad spur and extensive open

²⁴² Erigero, *Historic Overview*, 57.

²⁴³ Erigero, *Historic Overview*, 57.

²⁴⁴ Erigero, *Historic Overview*, 55.

²⁴⁵ Erigero, *Historic Overview*, 58; Senos et al., *Vancouver National Historic Reserve*, 36.

²⁴⁶ Erigero, *Historic Overview*, 58.

²⁴⁷ Erigero, *Historic Overview*, 58; Senos et al., *Vancouver National Historic Reserve*, 36–37.

²⁴⁸ Erigero, *Historic Overview*, 58.

²⁴⁹ Erigero, *Historic Overview*, 58.

²⁵⁰ Erigero, *Historic Overview*, 59.

²⁵¹ Erigero, *Historic Overview*, 59.

²⁵² Erigero, *Historic Overview*, 58–59.

space.²⁵³ Under the direction of Oregon mill owner H.S. Mitchell, six mill units were constructed on the site using a variety of local materials, as well as machinery shipped rapidly from across the country.²⁵⁴ Beginning work on December 20, 1917, the mill's operations were underway by February 7, 1918—only forty-five working days later.²⁵⁵ As designed, the site was extensive, occupying some 50 acres; the mill itself measured 358 feet by 288 feet.²⁵⁶ Land that was not occupied by the mill buildings, drying kilns, or timber sheds was covered by thousands of tents and support buildings to house personnel.²⁵⁷ From an initial workforce of 1,000, the Spruce Production Division came to employ 28,000 soldiers by the spring of 1918.²⁵⁸ In the course of one 24-hour period, these soldiers were capable of milling the rived cants (unmilled log segments) of 35 to 40 railroad cars into 400,000–600,000 board feet of lumber.

Constructed near the end of the Great War, the spruce mill at Vancouver Barracks was in operation for less than a year and was dismantled after the signing of the Armistice in November 1918.²⁵⁹ Disque commented that its disassembly and subsequent sale resulted in “the largest sale of Government property ever advertised [with] only the sale of equipment from the Panama Canal excelling in number of items and valuation.”²⁶⁰ The mill buildings were fully removed in 1925 and some relocated to the east where they were repurposed as part of the developing Pearson Field.²⁶¹

The Great War marked a turning point in the history of Vancouver Barracks when it played a subsidiary role to the newly developing Army installation of Fort Lewis, located north in Pierce County.²⁶² Whereas the barracks had been the region's principal military outpost through the end of the nineteenth century, the expansive size of Fort Lewis (62,000 acres) proved better suited to ongoing military growth and training exercises.²⁶³

Compared to the unprecedented activity of the spruce mill, peacetime at the barracks was relatively quiet: only the construction of a few new buildings, including a Red Cross house, broke the silence.²⁶⁴ In the 1930s, camps were erected for companies of the Civilian Conservation Corps (CCC) on the former site of the mill and the barracks were established as the organization's district headquarters overseeing Washington and Oregon.²⁶⁵ Additional

²⁵³ Erigero, *Historic Overview*, 59.

²⁵⁴ Erigero, *Historic Overview*, 59.

²⁵⁵ Erigero, *Historic Overview*, 59.

²⁵⁶ Erigero, *Historic Overview*, 59.

²⁵⁷ Erigero, *Historic Overview*, 59.

²⁵⁸ Erigero, *Historic Overview*, 58.

²⁵⁹ Senos et al., *Vancouver National Historic Reserve*, 37–38.

²⁶⁰ Qtd. in Senos et al. *Vancouver National Historic Reserve*, 38.

²⁶¹ Erigero, *Historic Overview*, 61.

²⁶² Erigero, *Historic Overview*, 63–64.

²⁶³ Erigero, *Historic Overview*, 63.

²⁶⁴ Erigero, *Historic Overview*, 64.

²⁶⁵ Senos et al., *Vancouver National Historic Reserve*, 43.

congressional appropriations in 1937 facilitated the construction of brick duplexes for noncommissioned officers along the reserve’s western edge.²⁶⁶ Some of this work was overseen by Brigadier General—and architect of the Marshall Plan—George C. Marshall, who was stationed as the Fort’s commander from 1936 to 1938.²⁶⁷ He reportedly enjoyed the assignment, appreciating the installation’s superb natural vistas and the region’s many fishing holes.²⁶⁸

The bombing of Pearl Harbor and the U.S. entry into World War II placed considerable pressure on the nation’s military facilities, including Vancouver Barracks. The site was placed under the administration of the Ninth Service Command based in Fort Douglas, Utah, and served as a staging area for troops embarking on military action.²⁶⁹

Even before the events at Pearl Harbor, plans were made to construct new military general hospitals throughout the country, including one in Vancouver.²⁷⁰ These were constructed according to standard plans called the “cantonment type” and could be built rapidly on appropriate sites.²⁷¹ One such site was found in the open areas north of the Barracks’ main facilities and construction began on January 9, 1941.²⁷² Christened after Major General Joseph K. Barnes (1817–1883), Barnes General Hospital opened just over three months later, on April 16, with an initial capacity of 705 beds.²⁷³ Some of the first Americans injured in wartime combat were treated in the new facility; it was ultimately expanded to include 1,547 beds at its peak in the mid-1940s.²⁷⁴

One mile southeast of the barracks’ facilities, other substantial changes were taking place. On a former dairy farm located along the Columbia, one of the three regional shipyards constructed by Henry Kaiser’s Kaiser Company, Inc. was erected to produce ships for the U.S. war effort.²⁷⁵ Kaiser, a native of New York, had risen from modest origins to become an industrial titan with a reputation for efficiency and cost-effectiveness.²⁷⁶ With ground broken in January 1942, the Vancouver shipyard cost \$17 million to complete and stretched across 400 acres—nearly 30–40 acres of which was dedicated exclusively to worker’s parking.²⁷⁷ With an initial workforce of

²⁶⁶ Erigero, *Historic Overview*, 64.

²⁶⁷ Erigero, *Historic Overview*, 64.

²⁶⁸ Denfeld, “Fort Vancouver is renamed.”

²⁶⁹ Senos et al., *Vancouver National Historic Reserve*, 47.

²⁷⁰ Erigero, *Historic Overview*, 70; Duane Colt Denfeld, “World War II Army Hospitals in Washington,” HistoryLink.org Online Encyclopedia of Washington State History, Posted June 26, 2013, <https://www.historylink.org/File/10111>.

²⁷¹ Denfeld, “World War II Army Hospitals in Washington.”

²⁷² Denfeld, “World War II Army Hospitals in Washington.”

²⁷³ Denfeld, “World War II Army Hospitals in Washington.”

²⁷⁴ Denfeld, “World War II Army Hospitals in Washington.”

²⁷⁵ Erigero, *Historic Overview*, 72–73.

²⁷⁶ Erigero, *Historic Overview*, 72–73; Senos et al., *Vancouver National Historic Reserve*, 47.

²⁷⁷ Erigero, *Historic Overview*, 73.

2,000 workers, the shipyard boasted nine shipways (berths for ship construction) and was ready for use in only eighty days.²⁷⁸

Using novel assembly line techniques, Vancouver's Kaiser shipyard was contracted by the federal government to build sixty steel liberty ships—the first ready to launch within eighty days.²⁷⁹ Later, adjustments to the original contract and subsequent orders led to the production of multiple ship types within the Vancouver yard (Figure 18).²⁸⁰ Crew numbers grew accordingly up from a projected 8,000 employees to 13,000 in 1942, 27,000 in 1943, and 38,000 in 1944.²⁸¹ Of these, 28 percent were women.²⁸²



10 Figure 18. Aircraft carriers under construction at Vancouver's Kaiser shipyard. Louis Lee. *Ships at dry dock*. Ca. 1940s. Asset ID: B5D779CF-1DD8-B71B-0B02ACDDFFA9720D (NPS).

²⁷⁸ Erigero, *Historic Overview*, 73.

²⁷⁹ Erigero, *Historic Overview*, 75.

²⁸⁰ Erigero, *Historic Overview*, 75–76.

²⁸¹ Erigero, *Historic Overview*, 75.

²⁸² Erigero, *Historic Overview*, 75.

Postwar Developments

With the declaration of victory abroad, the rampant developments within and around the Vancouver Barracks slowed to a crawl. The installation, already a satellite to the larger Fort Lewis, was found increasingly unsuitable owing to a lack of training and maneuver space.²⁸³

5 Finally, in 1946, the Army declared the installation excess and began processing its disposal before various sections were reactivated for reserve training in 1947.²⁸⁴ Sensing an opportunity, local entities revived a decades-old plan to commemorate the original HBC site and lobbied local politicians to create a formal historic site.²⁸⁵ On June 19, 1948, an act of Congress established the Fort Vancouver National Monument (62 Stat. 532) granting 53 acres to the NPS
10 to administer the site.²⁸⁶ Because additional lands were granted to the City of Vancouver by the federal government for use as an airpark, an easement on some NPS property was drawn, prohibiting structures that would interfere with air traffic.²⁸⁷

The creation of the HBC monument was slow. It required additional land transfers, archaeological investigations, and more funding for a planned reconstruction of the original
15 stockade.²⁸⁸ Additional land transfers took place throughout the 1940s, 1950s, and 1960s, and only in 1962 was an agreement reached reducing the airpark's easement to allow for aboveground construction.²⁸⁹ In 1961, presidential approval officially renamed the unit "Fort Vancouver National Historic Site" and reconstruction finally began in 1966.²⁹⁰

With the military's gradual withdrawal from the reservation, the installation was threatened with
20 closure in the 1970s. Community activists agitated for preservation of the barracks' historic resources.²⁹¹ In 1980, Officers Row was designated surplus; in 1984, it was sold to the City of Vancouver for one dollar.²⁹² The site was converted into commercial and residential rental units after a process of restoration and rehabilitation. Only in 2011 was the installation's final military office closed and it turned wholly over to civilian usage.²⁹³

Pearson Field Airport

What is today known as the Pearson Field Airport is located on lands straddling the Vancouver National Historic Reserve and portions of eastern Vancouver. The airport is among the oldest

²⁸³ Denfeld, "Fort Vancouver is renamed."

²⁸⁴ Erigero, *Historic Overview*, 78.

²⁸⁵ Erigero, *Historic Overview*, 81.

²⁸⁶ Erigero, *Historic Overview*, 81.

²⁸⁷ Erigero, *Historic Overview*, 81.

²⁸⁸ Erigero, *Historic Overview*, 82.

²⁸⁹ Erigero, *Historic Overview*, 81–82.

²⁹⁰ Erigero, *Historic Overview*, 82.

²⁹¹ Denfeld, "Fort Vancouver is renamed."

²⁹² Denfeld, "Fort Vancouver is renamed."

²⁹³ Denfeld, "Fort Vancouver is renamed."

continuously operated airfields within the U.S. and possesses unique historic significance even within a region known for its longstanding contributions to the field of aviation.

5 The history of air travel at Pearson Field predates the airfield's formal establishment by more than six years. On September 19, 1905, an airship piloted by eighteen-year-old Lincoln Beachey took off from the grounds of Portland's Lewis and Clark Centennial Exposition and landed forty minutes later at the polo fields within Fort Vancouver, then still known as the military installation Vancouver Barracks.²⁹⁴ The trip not only marked the first controlled flight across the Columbia River (and, arguably, in Washington), but set its own endurance record and was among the earliest instances of a letter delivered by airship.²⁹⁵

10 Beginning in 1910, heavier-than-air (fixed-wing) flights were undertaken in Portland and attention turned to a suitable site for an airfield.²⁹⁶ The following year, the Army designated portions of the barracks' polo fields as an "aviation camp" and the first fixed-wing flights were conducted in June by local airmen Charles Walsh and Silas Christofferson.²⁹⁷ The site proved popular among local air-enthusiasts and Vancouver, not Portland, became the first center of the

15 region's early aviation activities.²⁹⁸

Upon advent of World War I (1914–1917), the west portion of the airfield was temporarily converted into a spruce mill to support the national and allied war effort.²⁹⁹ Although warplanes did not use the site as a base, the mill produced a half million board-feet of lumber per day, which was shipped out to construct early military biplanes.³⁰⁰

20 In the immediate postwar period, the spruce mill was disassembled, and the Army Air Service reclaimed the airfield for a variety of practical operations.³⁰¹ Beginning in 1923, the site proved pivotal to the development of U.S. military airpower when Lieutenant Oakley Kelly used it to command the new 321st Reserve Observation Squadron.³⁰² A major pioneer in early aviation history, Kelly worked to transform the airfield into one of the finest military air installations along

25 the western seaboard.³⁰³ In tandem with Kelly's work, the site hosted multiple significant aeronautic events including a portion of the Army's 1924 Douglas World Cruiser round-the-world

²⁹⁴ Von Hardesty, "Historical Overview of Pearson Airfield," Pacific Northwest Region: National Park Service, 1992, 8–9.

²⁹⁵ American Institute of Aeronautics and Astronautics (AIAA), "American Institute of Aeronautics and Astronautics Historic Aerospace Site: Pearson Field, Vancouver", Washington, 2012-2013. https://www.pearsonfielddeduction.org/wp-content/uploads/2017/12/aiaa_booklet.pdf, 5.

²⁹⁶ Hardesty, "Historical Overview," 8–9.

²⁹⁷ Hardesty, "Historical Overview," 8–9; AIAA, "Pearson Airfield," 5.

²⁹⁸ Hardesty, "Historical Overview," 10.

²⁹⁹ AIAA, "Pearson Airfield," 5.

³⁰⁰ Hardesty, "Historical Overview," 15; AIAA, "Pearson Airfield," 5.

³⁰¹ AIAA, "Pearson Airfield," 5.

³⁰² AIAA, "Pearson Airfield," 5.

³⁰³ AIAA, "Pearson Airfield," 5.

5 flight and the well-known flight school run by John Gilbert (“Tex”) Rankin—for a time, the largest such school in the world.³⁰⁴ Finally, on September 16, 1925, the airfield was christened “Pearson Field” in commemoration of Army Air pilot Alexander Pearson Jr.³⁰⁵ Pearson was a Vancouver native and prominent early aviator who had succeeded in setting a new land speed record in 1923, but died in-flight the following year.

10 Over the subsequent decade—“Golden Age of Flight”—Pearson remained a preeminent site, hosting pilots Charles Lindbergh, Jimmy Doolittle, and Eddie Rickenbacker, among others.³⁰⁶ During the same period, the airfield helped to nurture Pacific Air Transport which would become one of the founding companies later amalgamated into United Airlines.³⁰⁷ Toward the end of the decade in 1929, Pearson was also a stopover site for the Russian airplane *Land of the Soviets* en route its historic goodwill flight from Moscow to New York.³⁰⁸

15 During the 1930s, Pearson’s small size increasingly hindered its growth as newer and larger planes required larger runways.³⁰⁹ Nonetheless, a civilian-operated airstrip at Pearson continued to support increased commercial activity, helping to spur the development of Portland’s Swan Island Airport.³¹⁰ Even as Pearson’s regional importance diminished, however, it remained well-positioned and, in 1937, accommodated the landing of another Soviet pilot, Valery Chkalov.³¹¹ Chkalov—the “Soviet equivalent of Charles Lindbergh”—had arrived at Pearson after a historic and much-publicized sixty-two-hour transpolar flight.³¹² Chkalov and his crew received a hero’s welcome at Pearson and were given a parade through Portland before they continued on their cross-country goodwill tour.³¹³ The challenges of early transpolar air travel were so grueling that the Chkalov flight is still considered a significant milestone in aviation history and the most important event to transpire at Pearson Field.

25 While both military and civilian aircraft continued to operate out of Pearson Field through the start of World War II, its status as an active Army Air Corps base was nullified in 1941, when the 321st Squadron was activated.³¹⁴ Following the war, the airfield was declared surplus government property and its management was taken over by the City of Vancouver (Figure 19).³¹⁵ Despite challenges, the city successfully maintained the airfield through 1972 when the

³⁰⁴ AIAA, “Pearson Airfield,” 6.

³⁰⁵ AIAA, “Pearson Airfield,” 7.

³⁰⁶ Senos et al., *Vancouver National Historic Reserve*, 42.

³⁰⁷ AIAA, “Pearson Airfield,” 7.

³⁰⁸ AIAA, “Pearson Airfield,” 7.

³⁰⁹ Hardesty, “Historical Overview,” 23.

³¹⁰ AIAA, “Pearson Airfield,” 7-8.

³¹¹ Hardesty, “Historical Overview,” 28–32.

³¹² Hardesty, “Historical Overview,” 28–32.

³¹³ Hardesty, “Historical Overview,” 29.

³¹⁴ Hardesty, “Historical Overview,” 32.

³¹⁵ Hardesty, “Historical Overview,” 32; AIAA, “Pearson Airfield,” 54.

western half of the site was sold to NPS for the reconstruction of Fort Vancouver.³¹⁶ With the sale, NPS agreed to allow the continued public use of the airfield and the site now sits within the wider Vancouver National Historic Reserve.



5 Figure 19. Aerial photograph of Vancouver, oblique view looking northeast, 1968. Pearson Field Airport is visible in the upper right corner of the photograph. (Washington State Archives AR-WSDOT-Vancouver-Columbia-Bridge_Whitmire_ca1968_069A).

Today, Pearson Field Airport remains an active airfield managed by the City of Vancouver. Modern and contemporary developments are found on the eastern portion of the airfield;
10 however, extant historic buildings on the western portion have been preserved and rehabilitated into the Pearson Air Museum. The museum contains three historic-age resources including an original office building, a hangar, and a storehouse.³¹⁷ Additional buildings and monuments have been erected within the museum complex to further interpret the site. Citing data collected by WSDOT, the City of Vancouver estimates that each year, the Pearson Field and Museum

³¹⁶ Senos et al., *Vancouver National Historic Reserve*, 54.

³¹⁷ Senos et al., *Vancouver National Historic Reserve*, 183–184.

attracts 39,500 visitors, generates over 26 million dollars, and supports over 460 jobs.³¹⁸ In 2012, the airfield's significant contributions to aviation history were further recognized by its designation as a Historic Aerospace Site by the American Institute of Aeronautics and Astronautics (AIAA).³¹⁹

5 ***Development of Vancouver***

Despite its British name, the City of Vancouver is among the first wholly American settlements founded in the State of Washington, with a history dating back to the mid-nineteenth century. The city's earliest iteration was the result of U.S. settler Henry Williamson (1822–1885), who, undeterred by the British presence at Fort Vancouver, laid out a land claim west of the fort in
10 1844 and registered it at the federal courthouse in Oregon City.³²⁰ In the autumn of the following year, Williamson and his partner William Fellows (ca. 1829–1908) hired Scottish surveyor P.W. Crawford (ca. 1825–ca. 1886) to draw out a settlement with a series of 200-square-foot blocks that they christened Vancouver City.³²¹ Despite the ostensible British claim to the land, both men appear to have felt confident in asserting American sovereignty over it and departed for the
15 California gold fields with plans to later return.³²²

As Williamson established his settlement, Pennsylvania-born settlers Amos (1808–1853) and Esther Short (1806–1862) and their ten children joined his efforts.³²³ The Shorts built a cabin on his claim, eventually “jumping” it after Williamson's departure. With a scrappy tenaciousness, they proceeded to defend it not only against Williamson's representatives, but also agents of the
20 HBC and, later, members of the U.S. military.³²⁴ Overcoming a wide number of obstacles—many of them self-inflicted—the Shorts managed to retain the claim and renamed Williamson's community Columbia City.³²⁵

With the re-settling of the international boundary at the 49th parallel, and the subsequent arrival of the U.S. forces to Fort Vancouver in 1849, the area looked increasingly attractive to overland
25 immigrants and its population slowly began to grow. Responding to this progress, Esther

³¹⁸ City of Vancouver. “About Pearson Field Airport,” City of Vancouver Washington, Accessed April 29, 2022, <https://www.cityofvancouver.us/pearson/page/about-pearson-field-airport>.

³¹⁹ AIAA, “Pearson Airfield.”

³²⁰ Donna L. Sinclair, *Part I, “Our Manifest Destiny Bids Fair Fulfillment”: An Historical Overview of Vancouver Barracks, 1846-1898, with suggestions for further research* (Washington, DC: Department of the Interior, National Park Service, 2004), 22; Pat Jollota, “Vancouver – Thumbnail History,” HistoryLink.org Online Encyclopedia of Washington State History, 7 August, 2009, <https://historylink.org/File/9101>.

³²¹ Sinclair, *Part I*, 22.

³²² Sinclair, *Part I*, 22–23.

³²³ Jollota, “Vancouver.”

³²⁴ Sinclair, *Part I*, 23; Jollota, “Vancouver.”

³²⁵ Colleen O'Connor, “Esther Clark Short and her family settle near Fort Vancouver on December 25, 1845,” HistoryLink.org Online Encyclopedia of Washington State History, 19 March, 2008. <https://www.historylink.org/File/8528>.

encouraged development with entrepreneurial activities and public bequests. In 1853, she opened a restaurant on her claim, followed by the town's first hotel—Pacific House—the following year.³²⁶ During the same period, she allowed a cross-river ferry to utilize her land as a docking site and, in 1855, donated property for both a public plaza (today's Esther Short Park) and a municipal wharf.³²⁷ Her efforts were successful and in 1855, the nascent Legislature of Washington Territory recognized the settlement and changed its name from Columbia City to Vancouver.³²⁸ On January 23, 1857, the city was formally incorporated, and a shipwright from New England, Levi Farnsworth (1804–1884), named its first mayor.³²⁹

From its initial development, Vancouver was the trading center of Clark County and commercial strips began to develop along Main Street and B Street (today's Washington Street).³³⁰ Growth was such that the city footprint was expanded by a second plat shortly after its incorporation, extending to the west boundary of the barracks. Within this area, Vancouver boasted a post office, courthouse, and cathedral, as well as saloons, a livery, a drugstore, and a local brewery.³³¹ By 1859, some 100 homes had been built and numerous industries had taken root, including lumbering, wood processing, and brick production.³³² The city was also home to the Catholic Sisters of Providence whose energetic leader, Mother Joseph (born Esther Pariseau; 1823–1902) designed and oversaw the construction of the 1873 Providence Academy, then known as the largest brick building north of San Francisco.³³³ Mother Joseph went on to develop twenty-nine schools and hospitals throughout the Pacific Northwest, and Providence Academy operated as the seat of governance for the Sisters' ministries within the region, serving as a significant catalyst of early growth for the town of Vancouver.³³⁴

The city's progress continued steadily into the 1880s, when the arrival of a transcontinental rail line prompted dramatic growth throughout the wider region.³³⁵ While Vancouver's once advantageous geography isolated it from a direct rail connection, the explosive developments of other regional centers stimulated the city's own prosperity.³³⁶ By 1890, 6,500 residents called the city home and the local Portland publication *West Shore* described Vancouver as "...fast

³²⁶ O'Connor, "Esther Clark Short."

³²⁷ O'Connor, "Esther Clark Short."

³²⁸ Jollota, "Vancouver."

³²⁹ Jollota, "Vancouver."

³³⁰ Jollota, "Vancouver."

³³¹ Jollota, "Vancouver."

³³² Sinclair, *Part I*, 36; Jollota, "Vancouver."

³³³ Jollota, "Vancouver."

³³⁴ Mitchell, Terri. "OHQ Research Files: The Sisters of Providence Archives, Seattle." *Oregon Historical Quarterly* 102, no. 2 (2001): 223, 226; Historic Trust Vancouver Washington, "Providence Academy History." Historic Trust Vancouver Washington (website), accessed November 28, 2022. <https://www.thehistorictrust.org/providence-academy/history/>.

³³⁵ Sinclair, *Part I*, 58.

³³⁶ Sinclair, *Part I*, 58.

assuming a metropolitan air. Her streets are lighted with some forty-five arc lights. The agencies that go to make a city desirable to live in are many and active there.”³³⁷

At the turn of the twentieth century, trade continued to support the city’s growth as waterfront industries took hold and wood products, as well as prunes, became major exports.³³⁸ Hand in
5 hand with its commercial developments, Vancouver experienced residential growth as well. Dictated by preexisting topography and established institutions, new development grew northward, away from the river, and eastward, away from the military reserve. One mile north of the city center, on land that surrounded Burnt Bridge Creek, Louis Albert Banks (1855–1933) and Charles Clinton Gridley (1857–1922) platted what became the Garden Grove Homestead
10 Lot addition in 1882.³³⁹ Elsewhere, at the northwest corner of the barracks and less than a half-mile north of the city-center, the Columbia Land Improvement Company platted an area they called Vancouver Heights in 1889.³⁴⁰ Headed by Louis Sohns (1858–1940) and John Gibbon (ca. 1868–1933), the company complemented the plat with the construction of a horse-drawn streetcar line, linking it to downtown Vancouver along the alignment of present-day Main
15 Street.³⁴¹ With the line, Vancouver Heights became the city’s first “streetcar suburb”; sales of lots peaked in 1890.³⁴²

Unfortunately, in December of 1890, the boom began to sour as plans for a local transcontinental rail spur were scuttled by financial turmoil.³⁴³ During the downturn, the Columbia Land Improvement Company constructed a horse-racing track at the undeveloped
20 end of their streetcar to increase ridership and attract prospective buyers.³⁴⁴ The track opened in 1892 and visitors flocked to it from across the region to view horse races at “the best racing track in the West.”³⁴⁵ The attraction, however, was unable to salvage the streetcar’s declining ridership, and, following the Panic of 1893, the company was ultimately compelled to close and remove the line.³⁴⁶ Far from the excitement of the decade’s start, Vancouver’s outlook seemed
25 bleak at the turn of the twentieth century, its land values and population in steep decline.³⁴⁷

³³⁷ “Vancouver, Washington.” *West Shore*, March 1, 1890.

³³⁸ Jollota, “Vancouver.”

³³⁹ Clark County, “Clark County Subdivision Index,” MapsOnline (website). Accessed November 20, 2022. <https://gis.clark.wa.gov/mapsonline/index.cfm?site=SurveyOffice>.

³⁴⁰ Clark County, “Clark County Subdivision Index.”

³⁴¹ David Warren Freece, “A History of the Street Railway Systems of Vancouver, Washington, 1889-1926” (master’s thesis, Portland State University, 1985), PDXScholar (10.15760/etd.5322), https://pdxscholar.library.pdx.edu/open_access_etds/3439/, 13–14.

³⁴² Freece, “A History of the Street Railway,” 21-22.

³⁴³ Freece, “A History of the Street Railway,” 24.

³⁴⁴ Freece, “A History of the Street Railway,” 27.

³⁴⁵ Jollota, “Vancouver”; Sinclair, *Part I*, 69.

³⁴⁶ Freece, “A History of the Street Railway,” 42.

³⁴⁷ Freece, “A History of the Street Railway,” 46.

Yet, Vancouver's residents eagerly anticipated the city's long-promised connection to the transcontinental rail network. Despite the city's age and history, younger settlements with rail spurs—including Portland, Seattle, and Spokane—had rapidly eclipsed Vancouver to become regional hubs of business and industry. Surrounded by geography unamenable to rail,
5 Vancouver had remained small and grown only incrementally outside of the confines of its original town plats.

In anticipation of the line's completion, the city began to expand its footprint with new plats and subdivisions in the first decades of the twentieth century, including Columbia Orchard Lot in 1900, Swans Addition in 1905, Arnada Park in 1906, and Thompson's Addition in 1907.³⁴⁸ In
10 1908, James Hill's railroad company finally completed the North Bank line, connecting Vancouver to Pasco in the east and to Portland in the south.³⁴⁹ The passenger train's first journey across the Columbia was met with great acclaim.³⁵⁰ Encouraged by the new rail connection, the city held a special election on April 17, 1909, in which residents approved the
15 annexation of the North Bank and Northern Pacific railroad yards, Vancouver Heights, Lay's addition, and a section of land extending south which included Irvington and part of Harney Hill.³⁵¹ The annexation added 3,000 new residents, bringing the city's burgeoning population to 10,000.³⁵² As hoped, rail access helped bring new commercial development to the city, and the city continued to expand with annexations such as Arnada Park Annex, Rowley's 9th Addition, and Summit Park Addition in 1909, and North Coast Heights subdivision in 1911.³⁵³

On account of its longstanding connection to the military post, Vancouver was deeply affected
20 by the events of World War I. The city and its citizens contributed to the war effort through the construction and operation of shipyards and a large spruce mill.³⁵⁴ Economic prosperity surged as the war progressed, but the postwar years brought a temporary depression, exacerbated by Washington State's 1915 prohibition on the sale of alcohol and the subsequent closure of the
25 brewery.³⁵⁵ The city received a vehicular connection to complement the North Bank line in the form of the Interstate Bridge, which was dedicated on Valentine's Day, February 14, 1917.³⁵⁶ However, the new automobile transit connection was not enough to stem the economic hardship

³⁴⁸ Clark County, "Clark County Subdivision Index."

³⁴⁹ Jollota, "Vancouver."

³⁵⁰ "J.J. Hill in City," *Columbian* (Vancouver, WA), November 6, 1908, 1.

³⁵¹ "City Limits are Extended," *Vancouver Weekly Columbian*, April 6, 1909, 6

³⁵² "City Limits are Extended," *Vancouver Weekly Columbian*.

³⁵³ Clark County, "Clark County Subdivision Index."

³⁵⁴ Jollota, "Vancouver."

³⁵⁵ Patricia C. Erigero, *Historic Overview and Evaluation of Significant Resources* (draft, Washington, DC: Department of the Interior, National Park Service, 1992), 63.

http://www.nps.gov/parkhistory/online_books/fova/historic_overview.pdf; Jollota, "Vancouver."

³⁵⁶ Jollota, "Vancouver."

of the period. The loss of the brewery was further compounded by the floundering of the local prune industry as well as agricultural declines that marked the onset of the Great Depression.³⁵⁷

5 The Depression dragged on in communities nationwide, and Vancouver experienced partial economic relief from the CCC government works program, as well as from the nearby Bonneville Dam, which was completed by Henry Kaiser in 1938.³⁵⁸ The western branch of the CCC, headquartered in the Vancouver Barracks, completed a variety of municipal projects and provided temporary employment for many. The hydroelectric dam lured large-scale operators to the area who used cheap hydroelectric power to manufacture industrial products such as aluminum.³⁵⁹

10 Amid the economic downturn, local education experienced a boom. In 1933, the Vancouver Junior College commenced its first term in a rented boarding house in the city-center.³⁶⁰ School instructors and civic boosters rallied for and received community support and donations, and the young school continued to grow, eventually changing its name to Clark College.³⁶¹

15 The U.S. entry into World War II brought an influx of industrial activity and more residents. The Kaiser Corporation, led by the same Henry Kaiser of the Bonneville Dam, built a shipyard along the Columbia in 1942 and a massive influx of workers and their families arrived to support its operation.³⁶² Building the shipyard and operating it around the clock was just one complex facet of the city's "bulking defense requirements;" labor was also urgently needed to construct associated roads, utilities, and employee housing to support the shipyard operations.³⁶³ As
20 workers and their families arrived to answer the call for labor, the population of the city and its suburbs more than tripled between 1942 and 1943.³⁶⁴ The city saw a veritable "mushroom growth," referred to by the *Columbian* as a singular achievement among the many "history making events" of that year.³⁶⁵ Across the river, Portland experienced a similar balloon of growth; many new and established residents took advantage of the short trip across the bridge
25 to work in the Kaiser shipyard.³⁶⁶

³⁵⁷ Jollota, "Vancouver."

³⁵⁸ Jollota, "Vancouver."

³⁵⁹ Jollota, "Vancouver."

³⁶⁰ "Vancouver Junior College Opens October 2, For Fall Term," *Columbian* (Vancouver, WA), September 7, 1933, 4.

³⁶¹ Gregg Herrington, "Railroading in Vancouver and Southwest Washington," HistoryLink.org Online Encyclopedia of Washington State History, posted April 4, 2008, <https://www.historylink.org/File/8702>.

³⁶² Erigero, *Historic Overview*, 76; Jollota, "Vancouver."

³⁶³ "City's Labor Shortage Held at Critical Stage," *Columbian* (Vancouver, WA), June 18, 1942, 1.

³⁶⁴ "Year Sees Windup of Housing Job," *Columbian* (Vancouver, WA), December 31, 1943, 1.

³⁶⁵ "Year Sees Windup of Housing Job," *Columbian* (Vancouver, WA), December 31, 1943, 1.

³⁶⁶ Carl Abbott, "Portland," Oregon Encyclopedia. Last updated October 20, 2022. <https://www.oregonencyclopedia.org/articles/portland/>

The shipyard and the construction of emergency housing brought new opportunities for groups previously barred from work or residence in the city. During the peak of wartime defense activities in 1944, the shipyard employed 38,000 workers, and 28 percent of these were women.³⁶⁷ African American workers also arrived in increasing numbers throughout the war.

5 Where the Vancouver census counted only 18 African American residents in 1940, the wartime influx saw a peak of approximately 9,000 individuals calling the city home in 1945.³⁶⁸ This demographic change brought social issues such as integration to the fore. The National Association for the Advancement of Colored People (NAACP) founded a local branch (Vancouver Branch 1139) in 1945 to combat and eradicate the racial discrimination that
10 confronted the city's African American citizens in their pursuit of upward mobility.³⁶⁹ The NAACP joined together with other local civic groups to address housing segregation and employment rights, and to ensure the availability of permanent housing for African American residents after the war's end.³⁷⁰

To accommodate the influx of workers and their families, the city established the Vancouver
15 Housing Authority (VHA), which used federal wartime funding for construction of permanent and temporary dwelling units. The VHA commenced building 6,000 dwellings on a plateau east of town called McLoughlin Heights, and quickly acquired more land to build five additional wartime developments, colloquially referred to as "cities," by October 1943.³⁷¹ In the postwar period, the city's population fell drastically and these newly constructed residential developments, which
20 numbered 12,396 dwelling units by the end of the war, were either annexed, demolished, or sold and moved to other locations.³⁷²

Shortly after the conclusion of World War II, planning and construction commenced on an Interstate Highway route, expanding the existing Highway 99 alignment (discussed below). In 1955, the first iteration of the I-5—then named Vancouver Freeway—was dedicated, and a new
25 interchange severed a major connection between downtown Vancouver and the barracks and other neighborhoods to the east.³⁷³ In the next decade, the construction of I-5 expanded and a second Interstate Bridge was built, both of which brought greater visibility and commerce to the

³⁶⁷ Erigero, *Historic Overview*, 76.

³⁶⁸ Jollota, "Vancouver."

³⁶⁹ "NAACP Vancouver Branch," NAACP Vancouver. Last updated 2019, accessed November 20, 2022. <https://www.naacpvancouverwa.org/>

³⁷⁰ Jollota, "Vancouver"; Jane Elder Wulff, *First Families of Vancouver's African American Community* (Vancouver, WA: NAACP, 2012), 174.

³⁷¹ Wulff, *First Families*, 31.

³⁷² Erigero, *Historic Overview*, 76; Jollota, "Vancouver."

³⁷³ "Fifth Street Battle Plan To Be Laid, *Columbian* (Vancouver, WA), February 1, 1954, 1; "City Chamber Hit Decision on 5th," *Columbian* (Vancouver, WA), February 25, 1954, 1; Jollota, "Vancouver."

city but simultaneously contributed to the fragmentation and decline of the downtown commercial core.³⁷⁴

5 In 1958, the VHA terminated its house-renting function and commenced the relocation of the many wartime housing neighborhoods.³⁷⁵ In that same year, the city of Vancouver applied for funding from the federal Department of Housing and Urban Development (HUD) to inspect and remove “blighted” properties throughout the city, intending to modernize and “renew” affected neighborhoods.³⁷⁶ Of particular focus within Vancouver’s urban renewal program was a 54-acre site in the downtown core known as the Esther Short Urban Renewal site. According to the *Columbian*, the residential neighborhood was “recognized for its dilapidated buildings, narrow and short streets, and lack of utilities.”³⁷⁷ Over a ten-year period, the area was converted into predominantly “light industrial” operations after 170 structures were demolished, and 83 families and 120 individuals were relocated.³⁷⁸ Although the Esther Short site was a central pillar of Vancouver’s program, it was just one of several areas around the downtown core which received similar treatment. By the end of the decade, the program had received criticism regarding its demolition-oriented approach and was regularly refused federal funding because of its lack of cohesive zoning programs.³⁷⁹ By 1968, the city had publicly switched its emphasis from demolition to “improvement,” citing a move towards “assisting neighborhoods in orderly revitalization and growth.”³⁸⁰

20 By 1964, Vancouver had surpassed Bremerton and Bellingham to become Washington’s sixth most populous city, expanding almost in tandem with Portland, which had been experiencing steady growth since the postwar period.³⁸¹ Vancouver’s population growth was concurrent with its physical growth: throughout the 1960s, there was extensive construction of new public buildings in Vancouver, including a city hall, schools, fire and police stations, and recreation buildings.³⁸² Vancouver’s City Council voted in December 1963 to do away with the city’s limitation on building height, which had previously capped construction at six stories.³⁸³ This change ushered in the construction of the Mid–Columbia Manor, now known as Smith Tower

³⁷⁴ “Photograph of Interstate Highway 5,” *Columbian* (Vancouver, WA), November 10, 1958, 6.

³⁷⁵ Carl Landerholm, “Vancouver area chronology, 1784-1958,” (Vancouver, WA: Carl Landerholm, 1960), 438.

³⁷⁶ “City Sets Plan for Renewal,” *Columbian* (Vancouver, WA), April 23, 1958, 15.

³⁷⁷ Steve Pierce, “City Winding Up Urban Renewal,” *Columbian* (Vancouver, WA), September 29, 1971, 11.

³⁷⁸ Pierce, “City Winding Up.”

³⁷⁹ “City Refused Federal Aid OK Until Housing Code Is in Use,” *Columbian* (Vancouver, WA), August 26, 1964, 11.

³⁸⁰ David Jewett, “Civic Center’s Clean Lines All Impressive,” *Columbian* (Vancouver, WA), June 24, 1966, 8.

³⁸¹ Tony Bacon, “Vancouver’s Growth District,” *Oregonian* (Portland, OR), December 27, 1964, 3.

³⁸² “Growth rate slows down temporarily,” *Columbian* (Vancouver, WA), January 30, 1970, B18.

³⁸³ “Path Open for Hotel Projects,” *Columbian* (Vancouver, WA), December 4, 1963, 1.

(WA 10), in 1964.³⁸⁴ Designed by Henry Greybrook (1925–1976), the fifteen-story building was considered the city’s first skyscraper (Figure 20).³⁸⁵

5 On the east side of the Interstate, the connectivity that was lost through the construction of the roadway was also partially compensated by the redevelopment of the adjacent military reserve lands—long in decline since the construction of Fort Lewis outside Tacoma. In the mid-1960s,



Figure 20. Aerial photograph of Vancouver, oblique view looking northeast, ca. 1965. The Smith Tower in downtown Vancouver is visible in the left side of the photograph and Vancouver Barracks is visible in the right side (Washington State Archives AR115-B-2_ph004881).

10 the NPS began to reconstruct the HBC stockade and increasingly took over the military’s surrounding property to create a tourist attraction and a civic parkland. The former military lands were gradually converted to a municipal core of services, providing space for important civic amenities including Clark College, the Marshall Center (WA 1182a), a public library, and a large public park.³⁸⁶

³⁸⁴ Bacon, “Vancouver’s Growth District.”

³⁸⁵ “High Rise Apartment Set,” *Columbian* (Vancouver, WA), July 21, 1964, 11.

³⁸⁶ Erigero, *Historic Overview*, 63; Jollota, “Vancouver.”

As the decade closed, *The Columbian* reflected in January 1970, “the sixties was a decade of tremendous physical growth in Clark County. Subdivisions and commercial developments sprang up like corn kernels exploding into popcorn.”³⁸⁷ Neighborhoods such as Orchard Lot were further subdivided in 1969 with east and west segments called Rosemere (now known as
5 Rose Village) and Shumway, respectively.³⁸⁸ The next decade saw the creation of many new neighborhood councils and civic organizations to develop citizen agency and community activism in the face of municipal development and re-zoning plans.³⁸⁹ A perception of “encroachment of commercialization and high-density housing” upon the city’s central neighborhoods further encouraged the formation and activism of neighborhood associations
10 throughout the late 1970s.³⁹⁰ Propelled by community action, housing policy in the late 1970s changed to encourage the preservation of single-family homes, as opposed to favoring new multi-family dwellings in their place.³⁹¹

Vancouver’s downtown core continued to decline as the city’s suburban areas grew throughout the latter decades of the twentieth century. In the late 1990s and early 2000s, the city, in
15 conjunction with private donations, started a long process of downtown revitalization, renewing efforts at revitalizing Esther Short Park and the surrounding core, as well as the commercial and mixed-use redevelopment of a large portion of previously industrial waterfront.³⁹² The city continued to expand its footprint, including a 1997 annexation of Cascade Park, regarded at the time as the largest annexation by acreage in state history.³⁹³ Today, Vancouver continues to be
20 a regional hub for commerce and tourism, influenced by its strong connections to Portland but still a unique entity with its own distinct character.

Vancouver Neighborhoods adjacent to Interstate 5

Arnada

Vancouver’s Arnada Neighborhood is bounded by Fourth Plain Boulevard to the north, I-5 to the
25 east, 16th Street to the south, and Main Street to the west.³⁹⁴ The neighborhood dates to the

³⁸⁷ “Growth rate slows down temporarily,” *Columbian* (Vancouver, WA).

³⁸⁸ “Hough, Rosemere District Development Plan Outlined,” *Columbian* (Vancouver, WA), February 5, 1969, 13.

³⁸⁹ “Arnada Citizens Take to Streets,” *Columbian* (Vancouver, WA), June 29, 1977, 5.

³⁹⁰ Scott Peterson, “City Enjoying Neighborhood Renaissance,” *Columbian* (Vancouver, WA), May 27, 1979, 21.

³⁹¹ Lee Rozen, “Rezone,” *Columbian* (Vancouver, WA), February 20, 1977, 29.

³⁹² “Hilton Steps Up,” *Columbian* (Vancouver, WA), September 10, 2003, 22.

³⁹³ Jollota, “Vancouver.”

³⁹⁴ Todd Boulander, Charles Ray, Mike Hale, Greg Newkirk, John Manix, Matt Ransom, Laura Hudson, David Scott, Eric Schadler, Terry Snyder, Colleen Kawahara, Judi Bailey, Myk Heidt, Jane Kleiner, Elizabeth Jordan, Jim Crawford, and Commander Delgado, *Arnada Neighborhood Action Plan*, May 2009,

https://www.cityofvancouver.us/sites/default/files/fileattachments/city_manager039s_office/neighborhood/8176/arnadafinalmay109.pdf, 6.

first decade of the twentieth century; in May 1906, advertisements in *The Columbian* called attention to lots available for purchase in the new neighborhood of Arnada Park.³⁹⁵ The new subdivision was located at the northeast corner of Nineteenth and Main Streets and was advertised by the Elwell Realty company as “[t]he biggest, prettiest, and most sightly residence addition ever put on the market in Vancouver.”³⁹⁶ The name “Arnada” was a combination of the names of three local women: Margaret Ranns, Anna Eastham, and Ida Elwell. Ida Elwell’s husband, John, was the namesake and operator of Elwell Realty, the originator of the advertisements and the subdivision’s principal realtor. In 1909, the neighborhood was enlarged by the area south of 19th Street, called Steward’s Addition.³⁹⁷ By the summer of 1910, the neighborhood had grown enough to merit the construction of a school to serve its residents’ children.³⁹⁸ Located on the site of present-day Arnada Park, the school was a handsome three-story masonry building with classical detailing. After a series of consolidations, however, it was demolished in 1966. With the arrival of the railroad and planned construction of the Interstate Bridge, Arnada continued to grow, and, by 1914, new homes were under construction throughout the neighborhood. An article in *The Columbian* noted that “[w]hile the houses in the main are not large, are not expensive, they are good and tastely [sic] built and best of all they are homes.”³⁹⁹ Over subsequent years, these houses have continued to form the core of the neighborhood despite economic and infrastructural changes.

Lincoln

Vancouver’s Lincoln neighborhood is roughly delineated by NW 44th Street to the north, I-5 and Main Street to the east, West 34th Street to the south, and the alignment of the Burlington Northern and Santa Fe (BNSF) Railroad to the west.⁴⁰⁰ The neighborhood consists of numerous subdivisions platted between approximately 1909 and 1950. These plats vary in character: many of the older ones are located near Main Street and defined by a gridiron street network infilled with pre-World War II residences; plats further north and west are larger in size and follow curvilinear streets, indicative of their relation to the automotive era. The neighborhood has also attracted limited commercial development along 39th Street, Columbia Street, and Main Street. For a period, the neighborhood played host to the corporate offices of the Red Lion Hotel

³⁹⁵ [Advertisement for Arnada Park] *Columbian* (Vancouver, WA), May 10, 1906, 6.

³⁹⁶ “Arnada Park,” *Columbian*, May 10, 1906, 6.

³⁹⁷ [Advertisement for Steward’s Addition], *Columbian* (Vancouver, WA), April 5, 1909, 3.

³⁹⁸ “Board Accepts Arnada school” *Columbian* (Vancouver, WA), June 17, 1910, 1.

³⁹⁹ “Many New Houses are Being Built in Arnada Park,” *Columbian* (Vancouver, WA), September 28, 1914, 1.

⁴⁰⁰ Chad Eiken, Jane Tesner Kleiner, Alisa Pyska, Charles Ray, and Judi Bailey, *Lincoln Neighborhood Action Plan*, June 2011, https://www.cityofvancouver.us/sites/default/files/fileattachments/city_manager039s_office/neighborhood/8290/lincoln_nap_6.11_final.pdf, 3.

chain which anchored a corner of Main Street.⁴⁰¹ The northeast corner of the neighborhood has long been defined by the presence of the Kiggins Bowl stadium, constructed in 1933, and the Lincoln neighborhood has played host to multiple educational institutions. The neighborhood's name may stem from the opening of Lincoln Elementary School in 1924; portions of the Kiggins Bowl parkland were developed into Discovery Middle School in 1995.⁴⁰²

Rose Village

Vancouver's Rose Village neighborhood is bounded by State Route 500 to the north, Grand Boulevard to the east, Fourth Plain Boulevard to the south, and I-5 to the west.⁴⁰³ The area was used primarily for agricultural purposes through the late nineteenth and early twentieth centuries including wheat fields, orchards, and cattle grazing.⁴⁰⁴ In 1908, the Vancouver Traction Company, a trolley operator, built a terminal at Harrison Street (today 33rd Street) and St. Johns Boulevard, far northeast of the city-center. The surrounding area came to be known as "Car Barns" and a neighborhood grew up around it under the same name.⁴⁰⁵ In 1909, new development included two stores, a water system, and dozens of homes.⁴⁰⁶ While generally adhering to the gridiron street network of prewar suburban development, the neighborhood was bisected by the streetcar line along St. Johns Boulevard. In 1913, postal delivery was extended to several outlying sections of Vancouver including Car Barns which earned its own postal sub-station.⁴⁰⁷ The station was located in the basement of a store owned by Dell Collings and was the first of its kind in Vancouver.⁴⁰⁸

In 1926, a movement to change the neighborhood's name began. Led by the Washington Community Club, a local civic organization, residents proposed replacing "Car Barns" with "Rosemere," a name inspired by a local subdivision.⁴⁰⁹ With the closure of the streetcar line, residents felt the old name was no longer appropriate and *The Columbian* explained that "Car Barns...has been very odious to the residents of that community suggesting as it does the 'Gas

⁴⁰¹ David Cullier, "History Shows Repeated Failures Before Success," *Columbian* (Vancouver, WA), February 17, 1994, 1.

⁴⁰¹ Eiken et al., *Lincoln Neighborhood Action Plan*, 3.

⁴⁰² Landerholm, *Vancouver Area Chronology*, 246.; "Our School," Discovery Middle School, accessed November 29, 2022, <https://disco.vansd.org/our-school/>.

⁴⁰³ Rich McConaghy, Charles Ray, Judi Bailey, Peggy Sheehan, Jean Akers, Kelly Cheney, Amy Foster, Drue Russell, Heidi Scarpelli, Elise Deatherage, Brian Snodgrass, Sandra Towne, Sree Thirunasari, Tim Buck, Ali Eghtedari, Jennifer Campos, Chad Eiken, and Brian Monroe, *Rose Village Neighborhood Action Plan*, April 2012,

https://www.cityofvancouver.us/sites/default/files/fileattachments/city_manager039s_office/neighborhood/8902/approved_rose_village_neighborhood_action_plan2012-04-24.pdf, 2.

⁴⁰⁴ McConaghy et al., *Rose Village Neighborhood Action Plan*, 2

⁴⁰⁵ D. Michael Heywood, "Rosemere: Car Barns Give Way to Rosier Platitudes," *Columbian* (Vancouver, WA), September 14, 1982, B17.

⁴⁰⁶ "Many-Houses Being Built," *Columbian* (Vancouver, WA), July 21, 1909, 1.

⁴⁰⁷ "Carrier Service Extended," *Columbian* (Vancouver, WA), March 11, 1913, 1.

⁴⁰⁸ "Carrier Service Extended," *Columbian*.

⁴⁰⁹ "Rosemere' New Name of Section," *Columbian* (Vancouver, WA), October 22, 1926, 1.

House' and 'Winegar Works' districts of Sunday supplement fame."⁴¹⁰ While Rosemere was adopted locally, the neighborhood's name was only officially updated in 2005 when it was changed to "Rose Village."⁴¹¹ Regardless of its name, the neighborhood remains defined by its pre-1950 housing stock and its strong wartime legacy of accommodating workers employed at Vancouver's Kaiser Shipyards.⁴¹²

Shumway

Vancouver's Shumway neighborhood is bordered by East 39th Street to the north, I-5 to the east, West Fourth Plain Boulevard to the South, and Main Street to the west.⁴¹³ The land within these boundaries was annexed by Vancouver as part of the city's large-scale expansion in 1909. The area was initially platted in 1911 under the name North Coast Heights as one of a series of new neighborhoods near Vancouver's historic core. Additional plats were added, all within a gridiron network of streets typical of the period. The neighborhood was marked by the construction of the Shumway Junior High School (today the Vancouver School of Arts and Academics) in 1928, then only the second junior high school constructed in Washington state.⁴¹⁴ The school was named for Charles Warren Shumway (ca. 1861–1944), who served as superintendent of Vancouver schools from 1895 to 1930.⁴¹⁵ While information is limited, the neighborhood's name likely stemmed from the name of its school; references to the Shumway Neighborhood begin to appear in local newspapers in the mid-1970s.⁴¹⁶ In the late twentieth century, Shumway was at the forefront of Vancouver's local neighborhood movement in gaining the city's second official neighborhood council in 1977.⁴¹⁷

West Minnehaha

Vancouver's West Minnehaha neighborhood is bounded by Minnehaha Avenue to the north, St. Johns Road to the east, State Route 500 to the south, and Highway 99 to the west.⁴¹⁸ Before the development of the neighborhood, the land beneath it was densely wooded earning it the

⁴¹⁰ "Rosemere' New Name of Section," *Columbian*.

⁴¹¹ Justin Carinci, "Rosemere Neighborhood Now Rose Village," *Columbian* (Portland, OR), August 32, 2005, Neighbors Page 3.

⁴¹² McConaghy et al., *Rose Village Neighborhood Action Plan*, 3

⁴¹³ Karen Haines, Azam Babar, and Angela Mickler, *Shumway Neighborhood Action Plan*, May 1998, https://www.cityofvancouver.us/sites/default/files/fileattachments/city_manager039s_office/neighborhood/8905/shumwaynap_1998.pdf, 3

⁴¹⁴ "1929," Vancouver Public Schools, Published June 19, 2018, <https://vansd.org/timeline/1929/>.

⁴¹⁵ Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *Columbian* (Vancouver, WA), July 22, 1985, A5.

⁴¹⁶ Lee Rozen, "Shumway Area Organizes," *Columbian* (Vancouver, WA), February 1, 1977, 2.

⁴¹⁷ Lee Rozen, "Shumway Area Organizes," *Columbian*.

⁴¹⁸ Azam Babar and Angela Mickler, *West Minnehaha Neighborhood Action Plan*, May 1998, Amended September 2011, https://www.cityofvancouver.us/sites/default/files/fileattachments/city_manager039s_office/neighborhood/8915/w_minnehaha_nap_as_amended_sept_2011.pdf, 4.

name "Black Forest" among residents.⁴¹⁹ Through the late nineteenth century to the early twentieth century the area was primarily farmland, and home to a number of prune drying operations and brickyards.⁴²⁰ St. Johns road, the main artery running along the neighborhood's eastern edge, was paved in 1922, making the trip into Vancouver significantly easier, and beginning the area's transition from a collection of farms to a neighborhood of homes and businesses.⁴²¹ This shift continued through the 1930s when portions of the Bonneville Power Administration's "Master Grid" electrical transmission lines bisected the neighborhood.⁴²² By the 1940s, the neighborhood had become largely urbanized with additional infill of new subdivisions occurring throughout the twentieth century.⁴²³

10 Local history holds that the neighborhood's name was coined by journalist S.A. Dennis, who assumedly borrowed it from Henry Wadsworth Longfellow's (1807–1882) 1855 poem, "Song of Hiawatha." While originally a Dakota word meaning "waterfall," "Minnehaha" was appropriated and popularized by Longfellow and reinterpreted to mean "laughing water." Dennis, likely familiar with Longfellow's work, was reportedly inspired by the sounds of nearby Burnt Bridge
15 Creek and the natural beauty of the area. After suggesting the name in a local community meeting, attendants unanimously approved it.⁴²⁴ Ultimately, West Minnehaha was annexed by the city of Vancouver in 1994. The annexation was one of many made by Vancouver in the 1990s, making Vancouver the most rapidly expanding city in Washington during that time.⁴²⁵

Crossing the Columbia River

20 **Ferries**

The Columbia River was a major obstacle to travel between Portland and Vancouver during the early years of European American settlement. Even though the two cities are only seven miles apart geographically, the all-water route between the two cities on the Columbia and Willamette Rivers is approximately eighteen miles.⁴²⁶ Prior to the establishment of commercial ferry
25 enterprises, travelers who wanted to take the most direct route between the two cities used small boats, canoes, or rafts to cross the Columbia River.⁴²⁷ The natural banks along the north

⁴¹⁹ Bill Dietrich, "County's Big Grange Celebrating," *Columbian* (Vancouver, WA), November 26, 1980, Hazel Dell News Page 4.

⁴²⁰ Dietrich, "County's Big Grange Celebrating."

⁴²¹ Dietrich, "County's Big Grange Celebrating."

⁴²² George Kramer, *Corridors of Power*, April, 2010. <https://www.bpa.gov/-/media/Aep/environmental-initiatives/cultural-resources/transmission-projects/corridors-of-power.pdf>.

⁴²³ Shareefah Abdullah, "Seriously Full-Service," *Columbian* (Vancouver, WA), October 28, 1999, Neighbors 1.

⁴²⁴ "Clark Brown Visits," *Columbian* (Vancouver, WA), January 10, 1938, 8.

⁴²⁵ David Cuillier, "Boom Town," *Columbian* (Vancouver, WA), February 17, 1994, Neighbors 1.

⁴²⁶ "Transportation Lines," *Oregonian* (Portland, OR), January 1, 1895, 6.

⁴²⁷ Wally Marchbank, "End of Interstate Bridge Toll Recalls Early Columbia Ferry Service," *Oregonian* (Portland, OR), October 24, 1966, 14.

shore of the Columbia River provided good landings for small watercraft, but the HBC constructed a wharf on the river to the southwest of Fort Vancouver ca. 1828–1829. This improved watercraft landing provided travelers with direct access to both Fort Vancouver and the trails that connected the HBC trading post with the surrounding territory.⁴²⁸ In contrast with the easily accessible landing on the north shore of the Columbia River, travelers had to cross over one mile of heavily timbered, marshy terrain to reach watercraft landings on the south shore of the river.⁴²⁹

Despite the frequency of floods in the low-lying land situated north of present-day Columbia Slough and south of the Columbia River, several early European American settlers staked their land claims along the south shore of the river. John Switzler (1789–1856), his wife Maria (1809–1850), and their several children were among the earliest settlers of this area. The Switzler family arrived in Oregon in 1845, and by September 1846, they settled on a one-square-mile claim bounded on the north by the Columbia River, on the east by an imaginary line extending due north from NE 18th Avenue, on the south by the Columbia Slough, and on the west by an imaginary line extending due north from NE Williams Avenue. The Switzler claim included the present-day Portland neighborhoods of East Columbia and Bridgeton and encompassed the western half of the present-day Columbia Edgewater Country Club (Figure 21).⁴³⁰

In 1846, John Switzler became the first European American to establish a ferry service across the Columbia River.⁴³¹ Switzler’s rudimentary ferry was described as a “rowboat-scow combination with a mast and a sail,” which he used to run an “almost regular service” between Vancouver and his land claim.⁴³² According to early maps of the area, the Switzler ferry landing was located adjacent to the family homestead on the south shore of the Columbia River near the present-day intersection of NE 3rd Avenue and NE Bridgeton Road.⁴³³

⁴²⁸ Richard Covington, *Fort Vancouver and Village*, 1846, colored pencil (?) on paper, 19.5 x 58”, Washington State Historical Society, Tacoma, https://www.washingtonhistory.org/research/collection-item/?search_term=1990.12.1&search_params=search_term%253D1990.12.1&irn=83742; Patricia C. Erigero, *Fort Vancouver National Historic Site: Cultural Landscape Report, Volume II* (Vancouver, WA: National Park Service, 1992). Note: the former location of the HBC wharf is buried under the parking lot at 111 SE Columbia Way in Vancouver.

⁴²⁹ Marchbank, “End of Interstate Bridge Toll,” 14.

⁴³⁰ Eugene Snyder, *We Claimed This Land: Portland’s Pioneer Settlers* (Portland, OR: Binford & Mort Publishing, 1989), 255. Note: according to this reference, John Switzler was born either in 1779 or in 1789.

⁴³¹ “Clackamas County Court,” *Oregon Spectator* (Oregon City, OR), October 15, 1846, 2; Snyder, *We Claimed This Land*, 254.

⁴³² Marchbank, “End of Interstate Bridge Toll,” 14.

⁴³³ “Plat of Township No. 1 N, Range No. 1 E, Willamette Meridian,” U.S. Bureau of Land Management, General Land Office, February 5, 1852, accessed October 31, 2022, https://glorerecords.blm.gov/details/survey/default.aspx?dm_id=350664&sid=cw3205mf.aj#surveyDetailsTabIndex=1.

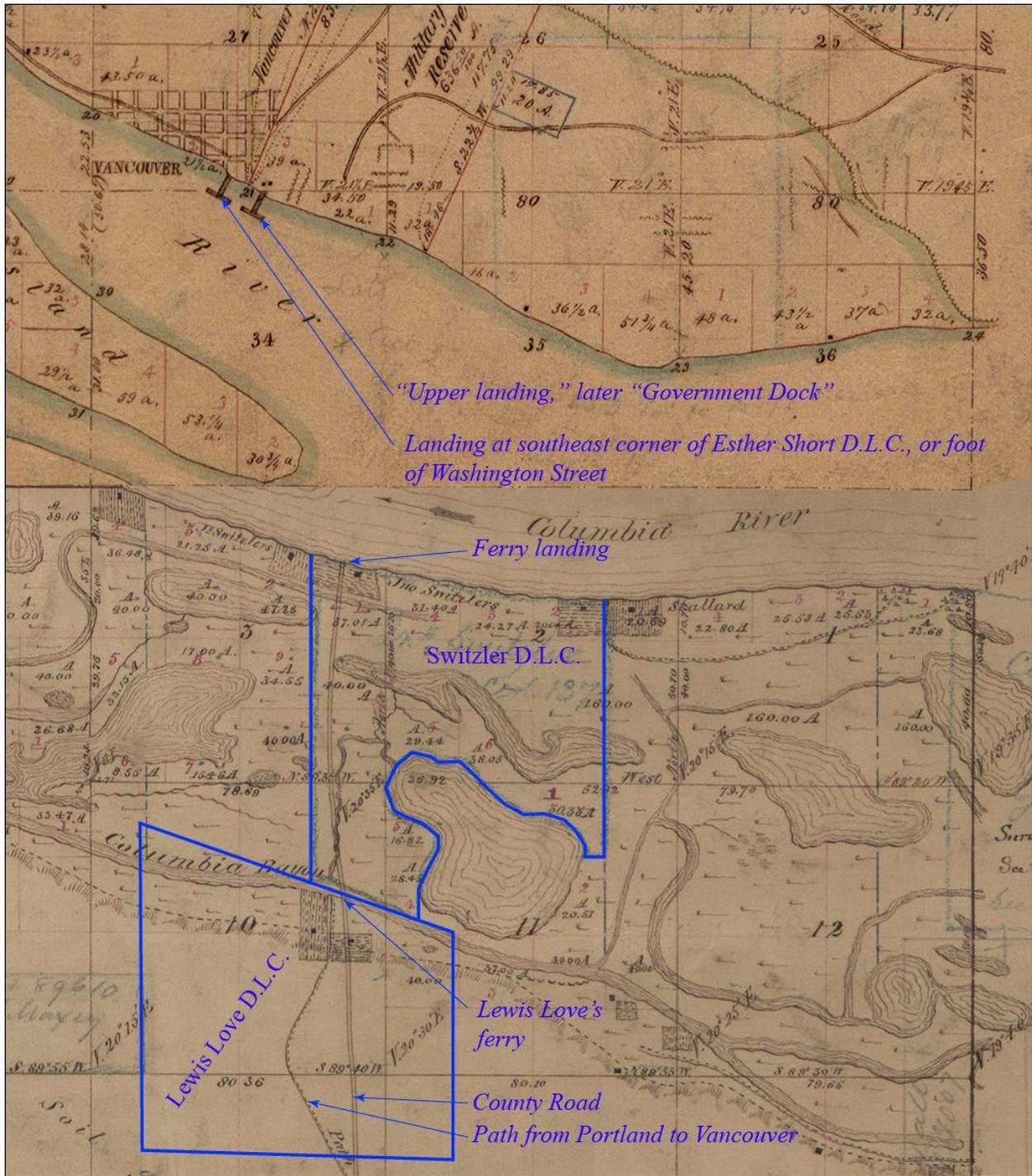


Figure 21. 1852 GLO map for Township 1 North, Range 1 East, Willamette Meridian and 1860 GLO map for Township 2 North, Range 1 East, Willamette Meridian. The Switzler and Love Donation Land Claims are indicated on the map, along with ferry landings on the Columbia River and early roads on the Oregon side of the river.

5

Not long after granting Switzler's ferry license, Multnomah County commissioners licensed Lewis Love (1818–1903) to operate a ferry across Columbia Slough.⁴³⁴ The Columbia Slough cut across Love's land claim, located to the southwest of John Switzler's land claim.⁴³⁵ The nine members of the Love family emigrated to the Oregon Territory in 1849. Lewis and Nancy Love
5 (1820–1892) established their DLC in August 1850. Their 635.78-acre claim was situated within the area bounded on the north by Columbia Slough, on the east by NE Eighth Avenue, on the south by North Bryant Street, and on the west by I-5 (Figure 21).⁴³⁶ Lewis Love's ferry made a shorter trip than John Switzler's ferry and initially, he charged five cents for a foot passenger and twenty-five cents for a wagon and team. However, given the strategic location of Love's
10 ferry along the rough road between Portland and Switzler's ferry landing, Love quickly asked the county commissioners to double his toll rates.⁴³⁷

Switzler did not maintain his ferry monopoly for long. In 1850, Clark County commissioners granted Forbes Barclay (1812–1873) a license to operate a ferry across the Columbia River for one year. Barclay reportedly docked his ferry on the north shore of the river at “what is called
15 the Upper Landing, at the Indian Village.” The commissioners also stipulated that Barclay operate his ferry during daylight hours only.⁴³⁸ In addition to the “Upper Landing” used by Barclay, another watercraft landing was also established about 1854 by Esther Short, one of the early European American settlers in Vancouver. She allowed ferries to land at the southeast corner of her land claim where present-day Washington Street (originally B Street) met the
20 Columbia River (Figure 21).⁴³⁹

John Switzler continued to operate his ferry for several years, despite the competition on the Columbia River route. He eventually passed it to one of his sons, who obtained, in 1855, a license from the Multnomah County commissioners to operate the ferry and charge tolls to carry
25 passengers across the river: basic tolls were fifty cents for a foot passenger and two dollars for a wagon and team.⁴⁴⁰ John Switzler died in 1856, and the Switzler family eventually relinquished their ferry right.⁴⁴¹

In addition to Switzler, there were several other ferry operators during the late 1850s and early 1860s, though precise records of other ferries during these years are either scarce or completely missing. During this same period, the Clark County commissioners reportedly

⁴³⁴ Marchbank, “End of Interstate Bridge Toll,” 14; Snyder, *We Claimed This Land*, 161-164.

⁴³⁵ “sail.multco.us,” Multnomah County SAIL – Survey and Assessor Image Locator, accessed October 31, 2022, <https://www3.multco.us/H5V/?viewer=surveysail>.

⁴³⁶ Snyder, *We Claimed This Land*, 161-164; and Multnomah County SAIL website.

⁴³⁷ Marchbank, “End of Interstate Bridge Toll,” 14.

⁴³⁸ Alley and Munro-Fraser, *History of Clarke County*, 282.

⁴³⁹ Pat Jollota, “Vancouver – Thumbnail History,” HistoryLink.org Online Encyclopedia of Washington State History, posted August 7, 2009, <https://historylink.org/File/9101>.

⁴⁴⁰ Marchbank, “End of Interstate Bridge Toll,” 14.

⁴⁴¹ Marchbank, “End of Interstate Bridge Toll,” 14.

granted twelve ferry franchises in a single year, and ferry permits were routinely granted, changed, revoked, and reinstated, often without adequate recordkeeping.⁴⁴² Despite the lack of definitive records, some names of ferry operators during this time period are known: in 1863, the Washington territorial legislature granted William James Van Schuyver (1835–1909) a franchise to operate a ferry across the Columbia River at Vancouver; in 1865, Austin Quigly (or Quigley) reportedly conducted a ferry service across the river between Vancouver and the Oregon side of the river.⁴⁴³

Ferry service across the Columbia River between Vancouver and Oregon remained sporadic from the mid-1860s into the early-1870s. The first definitive step toward regularly scheduled ferry service across the Columbia River occurred in April 1872, when Captain Joseph Knott (ca. 1809–1884) applied for a license to operate a ferry between Vancouver and the Oregon side of the river.⁴⁴⁴ The Clark County commissioners granted his license in May 1872. At that same time, Captain Knott also purchased the Alta House in Vancouver, which was formerly owned by Esther Short and one of the earliest hotels in that city.⁴⁴⁵ The Alta House was also conveniently located near the ferry landing at the foot of present-day Washington Street.

In 1875, Captain Knott placed a steam ferryboat in service across the Columbia River. He initially used the ferryboat *Salem No. 2* on the route, but later sold the *Salem No. 2* and placed another steam ferryboat, the *Eliza Ladd* (also known as the *Lizzie Ladd*), in service across the river. Each of Captain Knott's ferryboats reportedly used the "government dock" at the Vancouver Barracks and not the landing at the foot of present-day Washington Street.⁴⁴⁶ The *Eliza Ladd* ran hourly between 7:00 a.m. and 6:00 p.m., and a two-horse wagon carried passengers between the landing on the Oregon shore and Portland.⁴⁴⁷

Even after Captain Knott introduced steam ferryboat service, a competitor named either Charles Augustus or Charley Dustus began operating a fifteen-passenger sailboat across the Columbia

⁴⁴² "Transportation Problem in Pioneer Days, Partly Was Solved By Many Ferries Operated Across Streams," *Columbian* (Vancouver, WA), December 3, 1932, 1. Note: unfortunately, this article does not specify the year that the twelve permits were granted.

⁴⁴³ "List of Acts," *Washington Standard* (Olympia, WA), February 21, 1863, 2; Joseph Gaston, *Portland, Oregon, Its History and Builders: In Connection with the Antecedent Explorations, Discoveries, and Movements of the Pioneers that Selected the Site for the Great City of the Pacific* (United States: S.J. Clarke Publishing Company, 1911), 156, 159; "Forbes Barclay's Ferry On Columbia Was Forerunner Of Bridge Here; Started in 1850," *Columbian* (Vancouver, WA), July 31, 1953, 61. Note: despite extensive research, the exact identity of Austin Quigly (or Quigley) is unknown, as are his birth and death dates.

⁴⁴⁴ "The Territories," *Weekly Oregon Statesman* (Salem, OR), April 3, 1872, 2; "Local Items," *Oregon Sentinel* (Jacksonville, OR), July 19, 1884, 3.

⁴⁴⁵ "The Territories," *Oregonian* (Portland, OR), May 20, 1872, 2.

⁴⁴⁶ "City: Columbia River Ferry," *Oregonian* (Portland, OR), July 19, 1875, 3; "Local: Road and Ferry," *Vancouver Independent* (Vancouver, WA), September 11, 1875, 3.

⁴⁴⁷ Marchbank, "End of Interstate Bridge Toll," 14.

River between Vancouver and Switzler's Landing in 1876.⁴⁴⁸ However, steam power ultimately prevailed over wind power, and in July 1878, Captain Knott and William H. Foster (1845–1917) placed the steam ferryboat *Red Jacket* on the run between Vancouver and the Oregon shoreline. In September 1878, Multnomah County granted a ferry license to William Stevens (1817–1901), who began running the steam ferryboat *Salem No. 2* (formerly owned by Captain Knott) in competition with the *Red Jacket*.⁴⁴⁹ Less than one week after Stevens received his ferry license, the *Salem No. 2* sank at her moorage in Vancouver under mysterious circumstances. The *Salem No. 2* was eventually refloated and taken back to Portland, where the unlucky ferryboat sank once again in December 1878.⁴⁵⁰

10 In May 1879, William H. Foster and Edwin A. Willis (1833–1915) received a franchise to operate a ferry between Vancouver and Switzler's Landing.⁴⁵¹ Foster and Willis built a new wharf and slip at the Vancouver landing, and in July 1879 the new steam ferryboat *Veto* was placed on the route.⁴⁵² In August 1880, Multnomah County granted a five-year ferry license to the Vancouver Ferry Company, and in October 1880 the steam ferryboat *Veto No. 2* began regular hourly trips
15 between Vancouver and the Oregon shore.⁴⁵³

Even with the gradual improvements in the power of the vessels and frequency of service across the Columbia River, operation of the ferryboats was at the mercy of the weather. River flooding during the spring and summer months often caused long disruptions in regular ferry service across the Columbia River. One notable example occurred in the spring of 1881, when
20 flooding on the Columbia River covered the road connecting Switzler's Landing with East Portland, and the ferryboat *Veto No. 2* did not start regular service until July.⁴⁵⁴ Ferry service

⁴⁴⁸ "Brevities," *Vancouver Independent* (Vancouver, WA), April 15, 1876, 5; "Notice," *Vancouver Independent* (Vancouver, WA), September 23, 1876, 5. Note: despite extensive research, the exact identity of Charles Augustus or Charley Dustus is unknown, as are his birth and death dates.

⁴⁴⁹ "Local: Ferry," *Vancouver Independent* (Vancouver, WA), November 15, 1877, 5; "Local: Ferry," *Vancouver Independent* (Vancouver, WA), July 18, 1878, 5; "Ferry Notice," *Vancouver Independent* (Vancouver, WA), August 22, 1878, 4; "_,", *Vancouver Independent* (Vancouver, WA), September 12, 1878, 4.

⁴⁵⁰ "Local: Ferry-Boat Sunk," *Vancouver Independent* (Vancouver, WA), September 19, 1878, 4; "Brief Mention: Ferry Scuttled," *Vancouver Independent* (Vancouver, WA), September 26, 1878, 5; "Brief Mention," *Vancouver Independent* (Vancouver, WA), December 12, 1878, 5.

⁴⁵¹ "Brief Mention," *Vancouver Independent* (Vancouver, WA), April 17, 1879, 5; Alley and Munro-Fraser, *History of Clarke County*, 290.

⁴⁵² "City: Vancouver Ferry," *Oregonian* (Portland, OR), March 14, 1879, 3; "Brief Mention: The New Ferry," *Vancouver Independent* (Vancouver, WA), July 10, 1879, 5; "Brief Mention: Ferry Landing," *Vancouver Independent* (Vancouver, WA), August 21, 1879, 5.

⁴⁵³ "Brief Mention," *Vancouver Independent* (Vancouver, WA), August 12, 1880, 5; "Brief Mention: The Ferry," *Vancouver Independent* (Vancouver, WA), October 21, 1880, 5.

⁴⁵⁴ "Brief Mention," *Vancouver Independent* (Vancouver, WA), June 30, 1881, 5.

was also usually suspended during the winter months. The ferryboat *Veto No. 2* stopped service in early November 1881 and did not resume her regular schedule until late June 1882.⁴⁵⁵

5 In July 1882, the Multnomah Railway Company was incorporated. Backed by capitalists from the eastern United States, the company planned to build a railroad from East Portland to the Columbia River—laying track through Albina and north to the lowlands along the Columbia River on a trestle—and operate a ferry from there to Vancouver, making the river crossing accessible even when the lowlands flooded in spring.⁴⁵⁶ Ultimately, the Multnomah Railway Company did not build any track or the planned trestle, and the company eventually failed.⁴⁵⁷ However, available records suggest that the company briefly operated a ferry across the
10 Columbia River in the spring and summer of 1883.⁴⁵⁸

In April 1888, Frank Dekum (1829–1894), Richard L. Durham (1850–1916), and John B. David (1841–1908) of the Oregon Land and Investment Company incorporated the Portland and Vancouver Railroad (PVRR).⁴⁵⁹ In June 1888, the PVRR purchased the property of the Multnomah Railway Company, including the Columbia River ferry franchise, right-of-way,
15 riparian rights, and also the steam ferryboat *Albina No. 2*. Contracts for clearing and grading the railroad line were awarded to the Portland Macadamizing and Paving Company, and the firm of Paquet and Smith won the contract for constructing bridges and trestles.⁴⁶⁰ The PVRR narrow-gauge railroad originated one block east of the Stark Street ferry landing in East Portland. According to present-day references, it then ran north along SE Water Avenue to SE Oak
20 Street, then east to SE 3rd Avenue to NE Couch Street, and then east to NE Martin Luther King Jr Boulevard (formerly Union Avenue). The PVRR then ran due north along present-day NE Martin Luther King Jr Boulevard and through Albina to NE Rosa Parks Way, where the line turned and headed northeast to NE Dekum Street, where it turned north again and ran along NE Eighth Avenue. North of present-day NE Columbia Boulevard, the railroad line ran on
25 approximately 8,000 feet of trestle until it reached the ferry landing on the Columbia River.⁴⁶¹

⁴⁵⁵ “Brief Mention,” *Vancouver Independent* (Vancouver, WA), November 10, 1881, 5; “Brief Mention,” *Vancouver Independent* (Vancouver, WA), June 8, 1882, 5.

⁴⁵⁶ John Labbe, *Fares, Please! Those Portland Trolley Years* (Caldwell, ID: The Caxton Printers, Ltd., 1980), 33; “Brief Mention: Railroad to Vancouver,” *Vancouver Independent* (Vancouver, WA), July 6, 1882, 5; “Brief Mention: New Ferry Landing,” *Vancouver Independent* (Vancouver, WA), August 31, 1882, 5; “Portland and Vancouver,” *Vancouver Independent* (Vancouver, WA), November 23, 1882, 5.

⁴⁵⁷ Labbe, *Fares, Please!*, 33.

⁴⁵⁸ “Vancouver Ferry,” *Vancouver Independent* (Vancouver, WA), March 15, 1883, 5; “The Ferry,” *Vancouver Independent* (Vancouver, WA), March 22, 1883, 5.

⁴⁵⁹ Labbe, *Fares, Please!*, 45.

⁴⁶⁰ “The Vancouver Railroad,” *Oregonian* (Portland, OR), June 14, 1888, 8.

⁴⁶¹ Labbe, *Fares, Please!*, 45; “The Second City of Oregon,” *West Shore* (Portland, OR), November 1888, 607.

The PVRR ferry landing was located approximately 0.40-mile north of Switzler’s Landing in what is now the Columbia River Yacht Club moorage on Tomahawk Island (Figure 22).⁴⁶²

In general, the PVRR rail and ferry service provided faster, easier, and more reliable transportation between Vancouver and Portland. Scheduled trains ran on the PVRR line every hour, and in early 1889 the one-way fare was twenty-five cents, which included the ferry passage over the Columbia River.⁴⁶³ The PVRR trains were steam-powered and featured passenger coaches constructed by the Pullman Palace Car Company of Chicago. The company also purchased a parlor car, the *Lady Maude*, which was reserved for the use of women only.⁴⁶⁴ After its completion, the PVRR line was touted as a potential driver of development in East Portland and Albina.⁴⁶⁵ By 1892, the areas along the PVRR line were rapidly developing, and the regular rail service was an attractive amenity for people moving to the area.

In addition to a general improvement in passenger accommodations, the PVRR also made improvements to its ferry landings and other infrastructure. In October 1891, the company lengthened its landing at Vancouver and installed wood planking on the incline. The company also built a small waiting room for passengers adjacent to the improved landing.⁴⁶⁶ Not all of the improvements were voluntary, however. The section of PVRR trestle that extended into the Columbia River acted as a jetty and changed the flow of the river. By the summer of 1892 large amounts of sand and other waterborne debris had collected along the trestle pilings, and the PVRR had to extend the landing slip by 500 feet so that the ferry could land on the Oregon side of the river.⁴⁶⁷ Not long after the PVRR extended their landing, the federal government paid for the construction of a revetment between the northeast tip of Hayden Island and a point on the Oregon shore to the west of the PVRR trestle. The stated goal of the revetment was to block the Columbia River flow to the south of Hayden Island and clear the main channel to the north of the island.⁴⁶⁸

⁴⁶² Labbe, *Fares, Please!*, 45.

⁴⁶³ “Vancouver on the Columbia,” *West Shore* (Portland, OR), February 1889, 63.

⁴⁶⁴ Labbe, *Fares, Please!*, 46–47.

⁴⁶⁵ “A Year of Prosperity,” *West Shore* (Portland, OR), December 1888, 651.

⁴⁶⁶ Carl Landerholm, *Vancouver Area Chronology: 1784 – 1958*, (Vancouver, WA: Self-published, 1960).

⁴⁶⁷ “Vancouver Happenings,” *Oregonian* (Portland, OR), September 13, 1892, 4.

⁴⁶⁸ “Improving the Vancouver Harbor,” *Oregonian* (Portland, OR), October 9, 1892, 2.

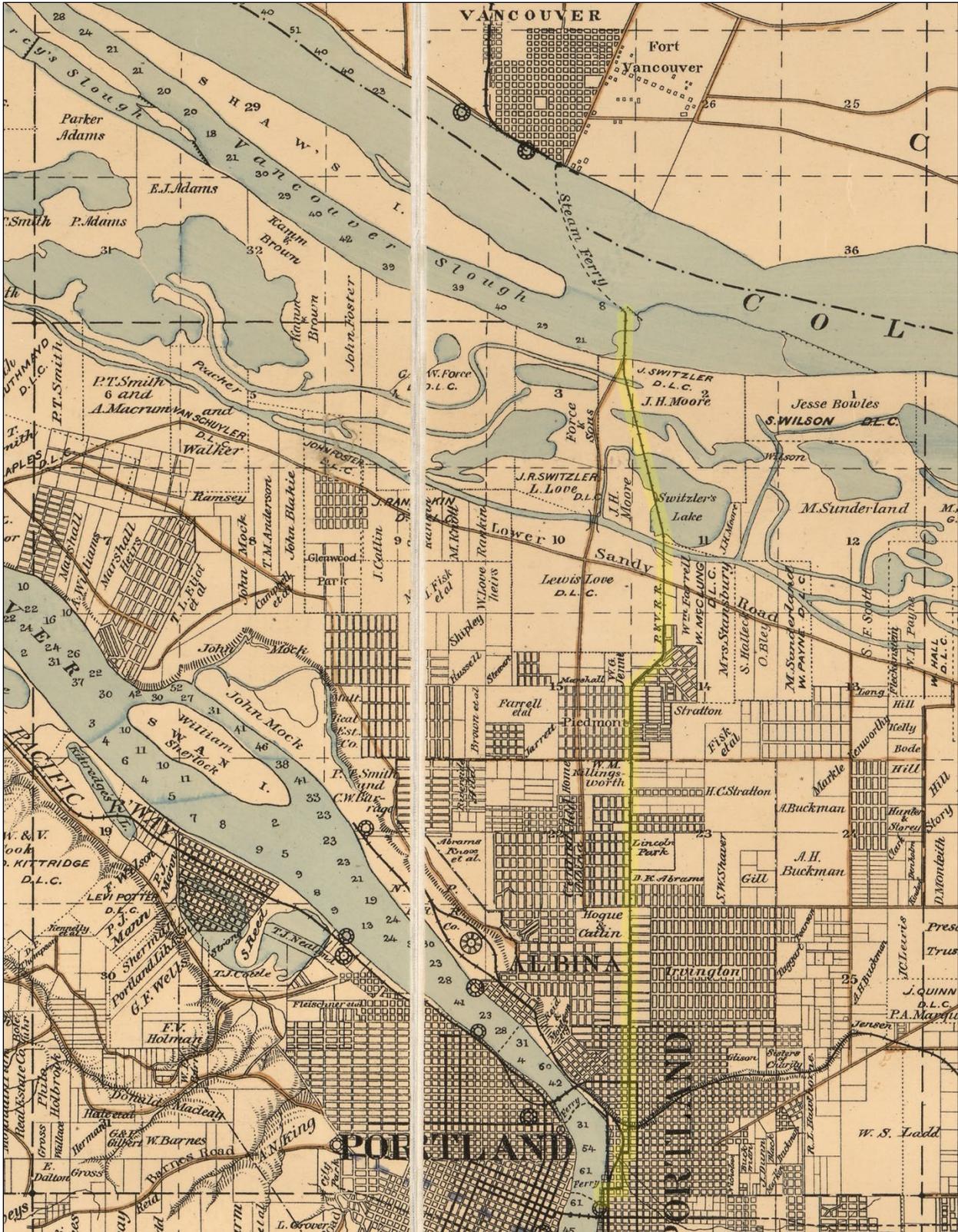


Figure 22. 1889 map of Portland, with the route of the Portland and Vancouver Railroad highlighted in yellow.

A comparison of the 1852 General Land Office map and the 1888 and 1904 United States Coast and Geodetic Survey nautical charts for this area vividly illustrates the unintentional changes along the south shore of the Columbia River caused by the construction of the PVRR trestle in 1888 (Figure 23).⁴⁶⁹

5 In June 1893, the PVRR line from East Portland to its landing on the Columbia River was electrified, and new electric motorcars were put in service.⁴⁷⁰ In August 1893, the PVRR put the new steam ferryboat *Vancouver* in service, and the following month, the PVRR trestle and ferry landing on the Oregon side of the river had to be extended once again to avoid additional sand and debris that had collected during the previous year.⁴⁷¹ At the same time, newspaper reports
10 indicated that the federally-funded revetment was causing the east end of Hayden Island to wash away and that a longer structure would have to be constructed to protect what remained of the island.⁴⁷² In late spring and summer of 1894, the Columbia River flooded and destroyed a 500-foot-long section of the PVRR trestle over the bottomlands south of the river.⁴⁷³ The trestle was rebuilt and train service was restored by August 1894.⁴⁷⁴ The revetment was reconstructed
15 several times between 1894 and 1899, and by 1902 it extended across the eastern tip of Hayden Island. By the time it was completed in the early 1900s, the project became known as the Hayden Island Dike in the press.⁴⁷⁵ By 1904, sand dunes piled up along the eastern edge of the dike, and willow and cottonwood trees covered the newly created land at the east end of Hayden Island (Figure 23).⁴⁷⁶

⁴⁶⁹ "Plat of Township No. 1 N, Range No. 1 E, Willamette Meridian," U.S. Bureau of Land Management, General Land Office, February 5, 1852, accessed October 31, 2022, https://glorerecords.blm.gov/details/survey/default.aspx?dm_id=350664&sid=cw3205mf.ajm#surveyDetailsTabIndex=1; "Navigation Chart of Columbia River, Sheet 6, from Fales Landing to Portland," U.S. Department of Commerce and Labor, Coast and Geodetic Survey, May 1888, accessed October 31, 2022, <https://www.historicalcharts.noaa.gov/image.php?filename=P-2007-5-1888>; "Navigation Chart of Columbia River, Sheet 6, from Fales Landing to Portland, June 1904, accessed October 31, 2022, <https://www.historicalcharts.noaa.gov/image.php?filename=FLP>.

⁴⁷⁰ "East Side Affairs: The Road Is Electrified," *Oregonian* (Portland, OR), June 25, 1893, 16.

⁴⁷¹ "The Vancouver," *Vancouver Weekly Columbian* (Vancouver, WA), August 18, 1893, 5.

⁴⁷² "River Notes," *Vancouver Weekly Columbian* (Vancouver, WA), September 8, 1893, 8; "River Notes," *Vancouver Weekly Columbian* (Vancouver, WA), September 29, 1893, 8; "River Notes," *Vancouver Weekly Columbian* (Vancouver, WA), November 3, 1893, 8.

⁴⁷³ "..." *Vancouver Weekly Columbian* (Vancouver, WA), June 8, 1894, 5.

⁴⁷⁴ "Effects of the Flood," *Vancouver Weekly Columbian* (Vancouver, WA), August 10, 1894, 4.

⁴⁷⁵ "Northern Suburb," *Oregonian* (Portland, OR), January 2, 1893, 12; "Vancouver Channel," *Oregonian* (Portland, OR), December 19, 1896, 4; "Nearly Completed," *Oregonian* (Portland, OR), April 4, 1898, 10; "Hayden Island Dike," *Oregonian* (Portland, OR), December 20, 1898, 5.

"City News In Brief: Dike Completed," *Oregonian* (Portland, OR), May 8, 1899, 5.

⁴⁷⁶ "Shaw Island Sold," *Oregonian* (Portland, OR), October 16, 1904, 16.



Figure 23. Top left: 1852 GLO map; top right: 1888 U.S. Coast and Geodetic Survey nautical chart; lower left: 1889 Multnomah County real estate map; lower right: 1904 U.S. Coast and Geodetic Survey nautical chart. These maps illustrate the alteration of Hayden Island and the creation of Tomahawk Island.

5

By the early 1900s, the various revetments, landings, and trestles on the south shore of the Columbia River created shoals and shallow water that hindered the operation of the ferry. However, it took several years to address this serious problem. In October 1904, the PVRB rail line was folded into the newly incorporated Portland Railway Light and Power Company, which

announced plans to rebuild the old PVRR trestle and relocate the ferry landing on the Oregon side of the Columbia River.⁴⁷⁷ The new trestle opened in July 1906 and terminated at the new ferry landing, which was located on the north shore of Hayden Island.⁴⁷⁸ This ferry landing was located between present-day I-5 and North Hayden Island Drive (Figure 24).

- 5 In April 1909, the new steam ferryboat *City of Vancouver* (later nicknamed “Old Dobbin”) began crossing the Columbia River between Vancouver and Hayden Island. The new steam ferryboat replaced the steam ferryboat *Vancouver*, which had been in service since 1893 and carried an estimated 16 million passengers over her sixteen-year-long career. The new ferryboat could carry up to 2,500 passengers in two cabins, plus vehicles on the open deck.⁴⁷⁹
- 10 The *City of Vancouver* remained in service until the Interstate Bridge opened on February 14, 1917. On that same day, the *City of Vancouver* left Vancouver for the last time, though her departure was overshadowed by the celebration of the bridge opening.⁴⁸⁰ Other than a banquet for her crew aboard the vessel, there was relatively little fanfare to mark the end of seventy-one
- 15 Interstate Bridge was open, travelers could easily cross over the once formidable Columbia River by horse-drawn wagon, motor vehicle, and streetcar, and the ferryboat era was quickly forgotten.

⁴⁷⁷ “The Last Step Is Taken,” *Oregonian* (Portland, OR), October 19, 1904, 11. ; “To Rebuild Long Railway Trestle,” *Vancouver Weekly Columbian* (Vancouver, WA), December 29, 1904, 4.

⁴⁷⁸ “New Trestle Open,” *Vancouver Weekly Columbian* (Vancouver, WA), July 5, 1906, 1.

⁴⁷⁹ “New Ferry On First Trip,” *Oregonian* (Portland, OR), April 30, 1909, 18.

⁴⁸⁰ “Vancouver Ferry Quits Run Today,” *Oregonian* (Portland, OR), February 14, 1917, 8.

⁴⁸¹ “Banquet on Board of City of Vancouver,” *Columbian* (Vancouver, WA), February 15, 1917, 4; “Vancouver Ferry Quits Run Today,” *Oregonian* (Portland, OR), February 14, 1917, 8.



5 Figure 24. American Map and Reproducing Company's Map of Portland and Vicinity, 1912. The route of the Portland Railway Light and Power Company's streetcar line to Hayden Island is indicated on this map by the diagonal red line. The streetcar line terminated at the ferry landing on the north shore of Hayden Island. Tomahawk Island is to the east of the streetcar line.

Highways

Early Roads: Hudson's Bay Company Period (1825–1849)

In 1825, the HBC established Fort Vancouver at Jolie Prairie on the north bank of the Columbia River. Prior to the arrival of the HBC, the Native Peoples of the region managed and cultivated several clearings and meadows in the vicinity of Fort Vancouver, which the HBC referred to as *plains*. The area surrounding the 1829 Fort Vancouver stockade became known as Fort Plain, which became the most heavily developed of the plains as the HBC trading post expanded. By the 1840s, the HBC also grew crops and raised animals on Lower Plain, located to the northwest of Fort Plain, and on Mill Plain, located to the east of Fort Plain. By the 1840s, Fort Plain, Lower Plain, and Mill Plain comprised the heart of the HBC Columbia Department establishment. In addition to the three primary plains along the Columbia River, there were the First, Second, Third, Fourth, Fifth, and Camas Plains, which were referred to as the “back plains” and occasionally used for farmland.⁴⁸²

Centuries before the arrival of the HBC, the Native Peoples of the region established the first land transportation routes in the vicinity of Fort Vancouver. The Lower Klickitat Trail was a major route connecting what is now central Washington with the Columbia River. In a northeasterly direction from the Columbia River, the trail passed through First, Second, Third, Fourth, and Fifth Plains before continuing northward toward the present-day town of Yacolt.⁴⁸³ The HBC used the Lower Klickitat Trail to support their farms on First, Second, Third, Fourth, and Fifth Plains. This trail became known as Fourth Plains Road and evolved into present-day Fourth Plain Boulevard (Figure 25).⁴⁸⁴

Some of the first roads established by the HBC ran eastward from Fort Vancouver to their mills along the north bank of the Columbia River. During the winter of 1828–1829, the HBC constructed a sawmill at Columbia Springs, approximately seven miles east of Fort Vancouver. A second sawmill was built there in 1834. An early HBC gristmill was located in the vicinity of present-day Image, Washington, approximately five miles east of Fort Vancouver.⁴⁸⁵ Historic maps produced by Henry Peers in 1844 and by Richard Covington in 1846 illustrate an Upper Mill Plain Road and a Lower Mill Plain Road, though Vavasour's map of 1845–1846 shows

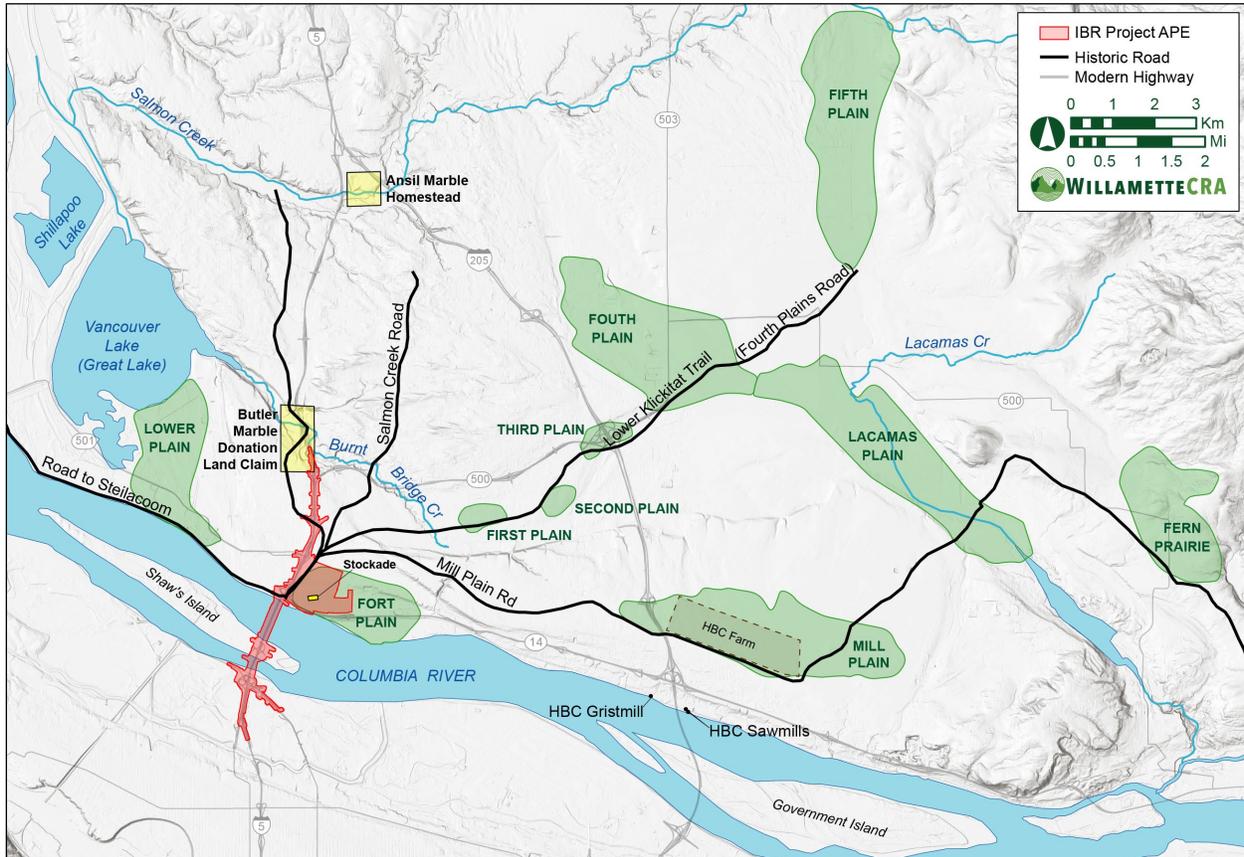
⁴⁸² National Park Service (NPS), “The Cultural Landscape of Fort Vancouver National Historic Site: Hudson's Bay Company, 1824-1846. National Park Service,” Published 2022, Accessed July 21, 2022, <https://www.nps.gov/articles/fovaclrhbc.htm>; National Park Service (NPS), “Vancouver Barracks. National Park Service.” Published 2022, accessed July 16, 2022. <https://www.nps.gov/fova/learn/historyculture/vb.htm>.

⁴⁸³ Columbia River Images, “The Columbian River – A Photographic Journey,” Columbia River Images, accessed July 26, 2022, <http://columbiariverimages.com/>.

⁴⁸⁴ Tom Vogt, “Clark Asks: The Plains explained,” *Columbian* (Vancouver, WA), June 10, 2017. <https://www.columbian.com/news/2017/jun/10/clark-asks-the-plains-explained/>

⁴⁸⁵ Columbia River Images, “The Columbian River – A Photographic Journey,” Columbia River Images, accessed July 26, 2022, <http://columbiariverimages.com/>.

slightly different information about these east-west routes.⁴⁸⁶ These early roads eventually merged into a single Mill Plain Road and evolved into present-day Mill Plain Boulevard (Figure 25).⁴⁸⁷



5 Figure 25. Map showing the plains in the vicinity of Fort Vancouver. The IBR program primary APE is indicated with red shading. The IBR program secondary APE is indicated with orange shading. Paths and trails from the 1856 and 1860 BLM GLO plat maps are indicated in black.

Fort Vancouver–Fort Steilacoom Military Road

10 The Oregon Treaty of June 15, 1846, established the 49th parallel as the boundary between British North America and the U.S.⁴⁸⁸ In 1849, with Fort Vancouver now outside of British territory, the HBC transferred their Pacific headquarters from Fort Vancouver to Fort Victoria on

⁴⁸⁶ NPS, “The Cultural Landscape of Fort Vancouver.”; NPS, “Vancouver Barracks.”

⁴⁸⁷ Vogt, “Clark Asks.”

⁴⁸⁸ Phil Dougherty, “The International Boundary Commission first meets on June 27, 1857,” HistoryLink.org Online Encyclopedia of Washington State History, posted February 28, 2010. <https://www.historylink.org/File/9328>.

Vancouver Island in present-day British Columbia, Canada.⁴⁸⁹ In May 1849, the U.S. Army established Camp Vancouver on a bluff overlooking the HBC stockade and trading post.⁴⁹⁰

5 Overland travel between Fort Vancouver and Puget Sound was notoriously difficult during the early territorial period. In 1845, the European American settlers Michael T. Simmons and W.O. Bush cut an early path northward from the Columbia River, and their rudimentary trail remained unimproved for more than a decade.⁴⁹¹ Amidst the Treaty Wars of 1855–1856, the U.S. Army directed the construction of a road between Cowlitz Landing, on the Cowlitz River near the present-day city of Toledo, and Fort Steilacoom on Puget Sound. This wagon road opened in 1857, the same year that the City of Vancouver was incorporated.⁴⁹² Even after the completion
10 of the wagon road between Cowlitz Landing and Fort Steilacoom, the overland route between Fort Vancouver and Monticello (an early European American settlement at the confluence of the Columbia and Cowlitz Rivers later renamed as Longview) remained an unimproved trail, and travel between the two settlements was fastest and easiest by boat until additional road work began in May 1861.⁴⁹³ In August 1861, the military road between Fort Vancouver and Fort
15 Steilacoom was officially completed; however, the tortuous route was described by travelers as the worst road upon which they ever traveled.⁴⁹⁴ In addition to the military road between Fort Vancouver and Fort Steilacoom, another military road between Fort Vancouver and Fort Dalles, Oregon (The Dalles to Sandy River Wagon Road) was authorized in 1857 and became passable only in the early 1870s (Figure 26).⁴⁹⁵

⁴⁸⁹ William S. Hanable, “Clark County – Thumbnail History,” HistoryLink.org Online Encyclopedia of Washington State History, posted February 4, 2004, <https://www.historylink.org/File/5644>.

⁴⁹⁰ Kit Oldham, “United States Army establishes Camp Columbia at the Hudson’s Bay Company’s Fort Vancouver on May 13, 1849,” HistoryLink.org Online Encyclopedia of Washington State History, posted February 21, 2003, <https://www.historylink.org/File/5263>.

⁴⁹¹ Thomas W. Prosch, “The Military Roads of Washington Territory,” *The Washington Historical Quarterly* 2 no.2 (January 1908): 123.

⁴⁹² Jollota, Pat and the Historylink.org Staff, “Vancouver – Thumbnail History,” HistoryLink.org Online Encyclopedia of Washington State History, posted August 7, 2009, <https://historylink.org/File/9101>; Prosch, “The Military Roads,” 123.

⁴⁹³ Prosch, “The Military Roads,” 124.

⁴⁹⁴ Pacific-hwy.net, “Washington’s Pacific Highway,” Pacific Highway (website), accessed July 26, 2022, <https://www.pacific-hwy.net/>.

⁴⁹⁵ Prosch, “The Military Roads,” 123.

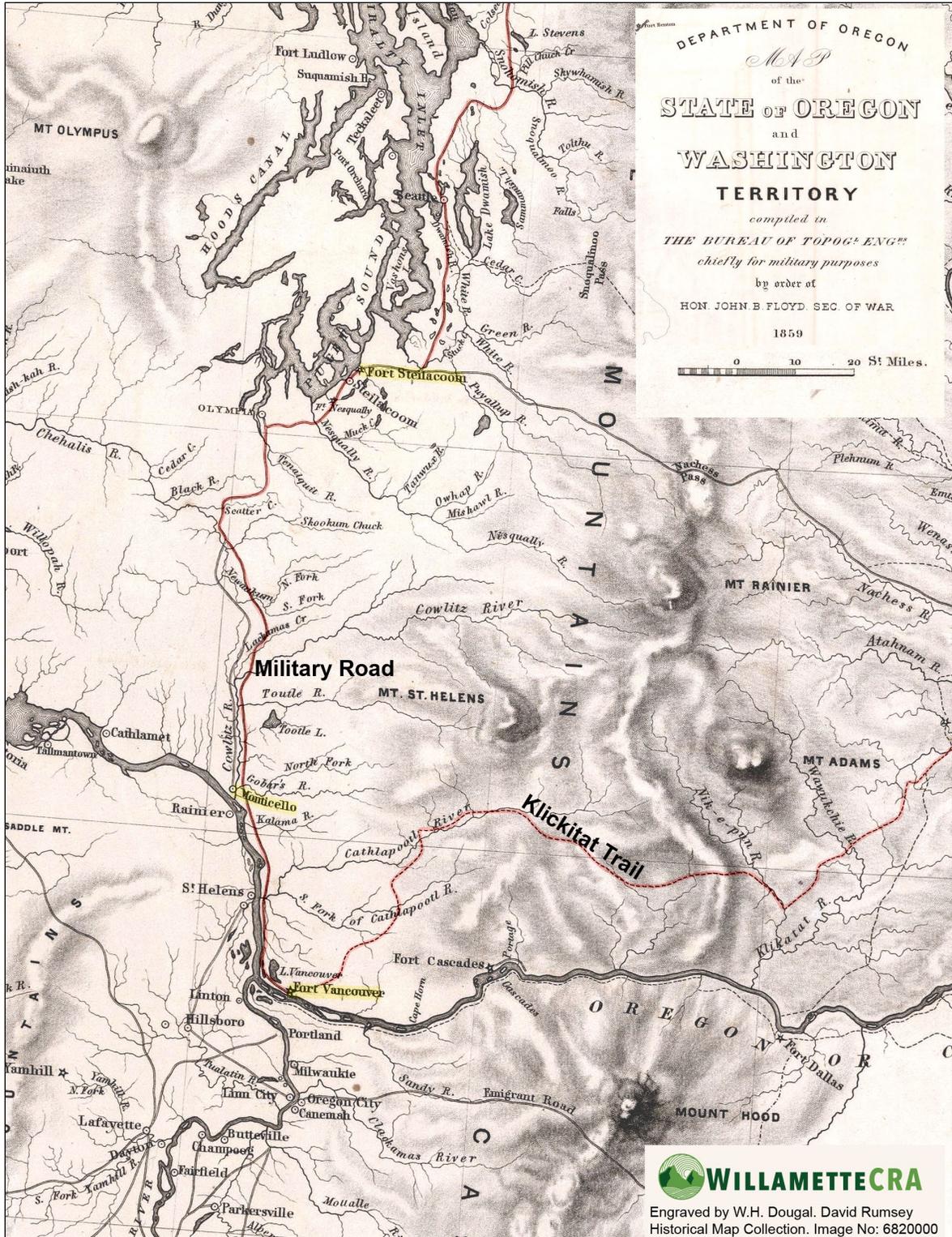


Figure 26. Map of the State of Oregon and Washington Territory, 1859, showing the Klickitat Trail, the Military Road between Fort Vancouver and Fort Steilacoom, and the Fort Steilacoom to Fort Walla Walla Road (David Rumsey Historical Map Collection).

Roads in Clark County During the Territorial Period (1853 to 1889)

Following the passage of the Donation Land Claim Act of 1850 and the creation of the Washington Territory in 1853, European American settlers quickly established claims near Fort Vancouver and throughout Clark County.⁴⁹⁶ Several early claims were located along the steep, wooded banks of Salmon Creek approximately six miles due north of Fort Vancouver.⁴⁹⁷ This twenty-six-mile-long creek flows westward through Clark County and was a major obstacle for overland travel. Early settlers along Salmon Creek included Ansil and Louisa Marble, who claimed forty acres where the trail between Fort Vancouver and Monticello crossed the creek. In 1858, Ansil Marble dammed Salmon Creek to power a gristmill he built on his claim, and in 1866 he added a sawmill. These mills were located east of the location where present-day U.S. 99 crosses Salmon Creek (Figure 25).⁴⁹⁸

The present-day intersection of Fort Vancouver Way and Mill Plain Boulevard was the nexus for a series of roads radiating northwards from the fort. By 1860, the Salmon Creek Road connected the Fort Vancouver Military Reservation and the European American settlements to the north. Salmon Creek Road extended north across Burnt Bridge Creek toward the Ansil and Louisa Marble claim on Salmon Creek.⁴⁹⁹ A section of the 1861 Fort Vancouver–Fort Steilacoom Military Road also appears on the 1860 GLO plat map. This road originated at the same location as the Salmon Creek Road and meandered northwest toward the present-day intersection of East 33rd Street and Main Street. It generally followed present-day Main Street northwards through the Butler and Matilda Marble DLC of 1854.⁵⁰⁰ After crossing Burnt Bridge Creek, the road continued along present-day Northeast Hazel Dell Avenue toward Salmon Creek (Figure 27).⁵⁰¹

⁴⁹⁶ Jollota et al, “Vancouver.”; Margaret Riddle, “Donation Land Claim Act, spur to American settlement of Oregon Territory, takes effect on September 27, 1850,” HistoryLink.org Online Encyclopedia of Washington State History, posted August 9, 2010. <https://www.historylink.org/file/9501>.

⁴⁹⁷ Alley and Munro-Fraser, *History of Clarke County*, 336-337.

⁴⁹⁸ Pacific-hwy.net, “Washington’s Pacific Highway,” Pacific Highway (website), accessed July 26, 2022, <https://www.pacific-hwy.net/>.

⁴⁹⁹ Bureau of Land Management General Land Office (BLM GLO), “Plat map, Township 2 North, Range 1 East, Willamette Meridian,” 1860, <https://glorerecords.blm.gov/search/default.aspx?searchTabIndex=0&searchByTypeIndex=1#searchTabIndex=0&searchByTypeIndex=1>.

⁵⁰⁰ Alley and Munro-Fraser, *History of Clarke County*, 262; Bureau of Land Management General Land Office (BLM GLO), “Plat map, Township 2 North, Range 1 East, Willamette Meridian,” 1860, <https://glorerecords.blm.gov/search/default.aspx?searchTabIndex=0&searchByTypeIndex=1#searchTabIndex=0&searchByTypeIndex=1>; BLM, *2022 Land Patents search*, <https://glorerecords.blm.gov/search/default.aspx?searchTabIndex=0&searchByTypeIndex=0>, WAVAA 080893.

⁵⁰¹ Pacific-hwy.net, “Washington’s Pacific Highway,” Pacific Highway (website), accessed July 26, 2022, <https://www.pacific-hwy.net/>; Alley and Munro-Fraser, *History of Clarke County*, 448.

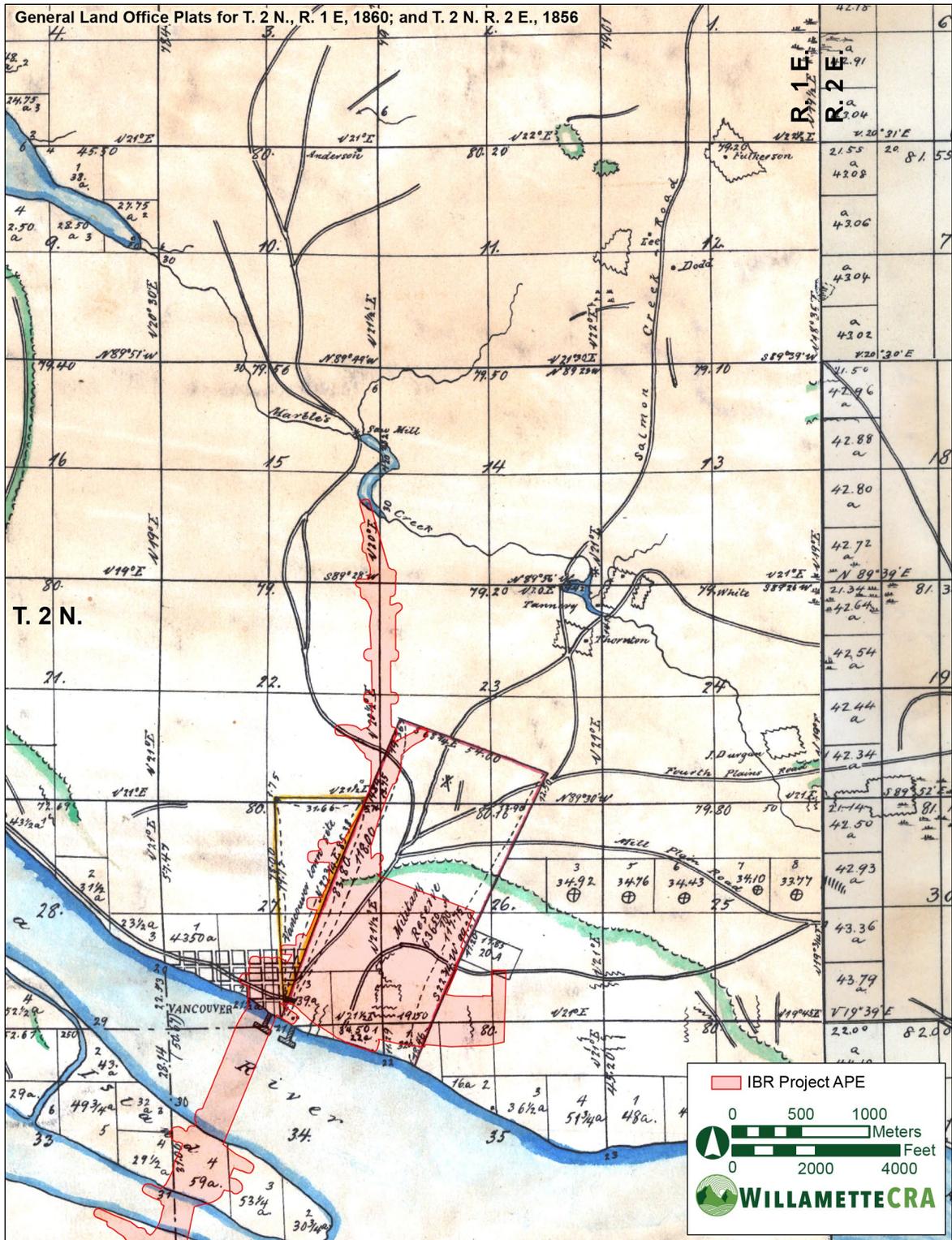
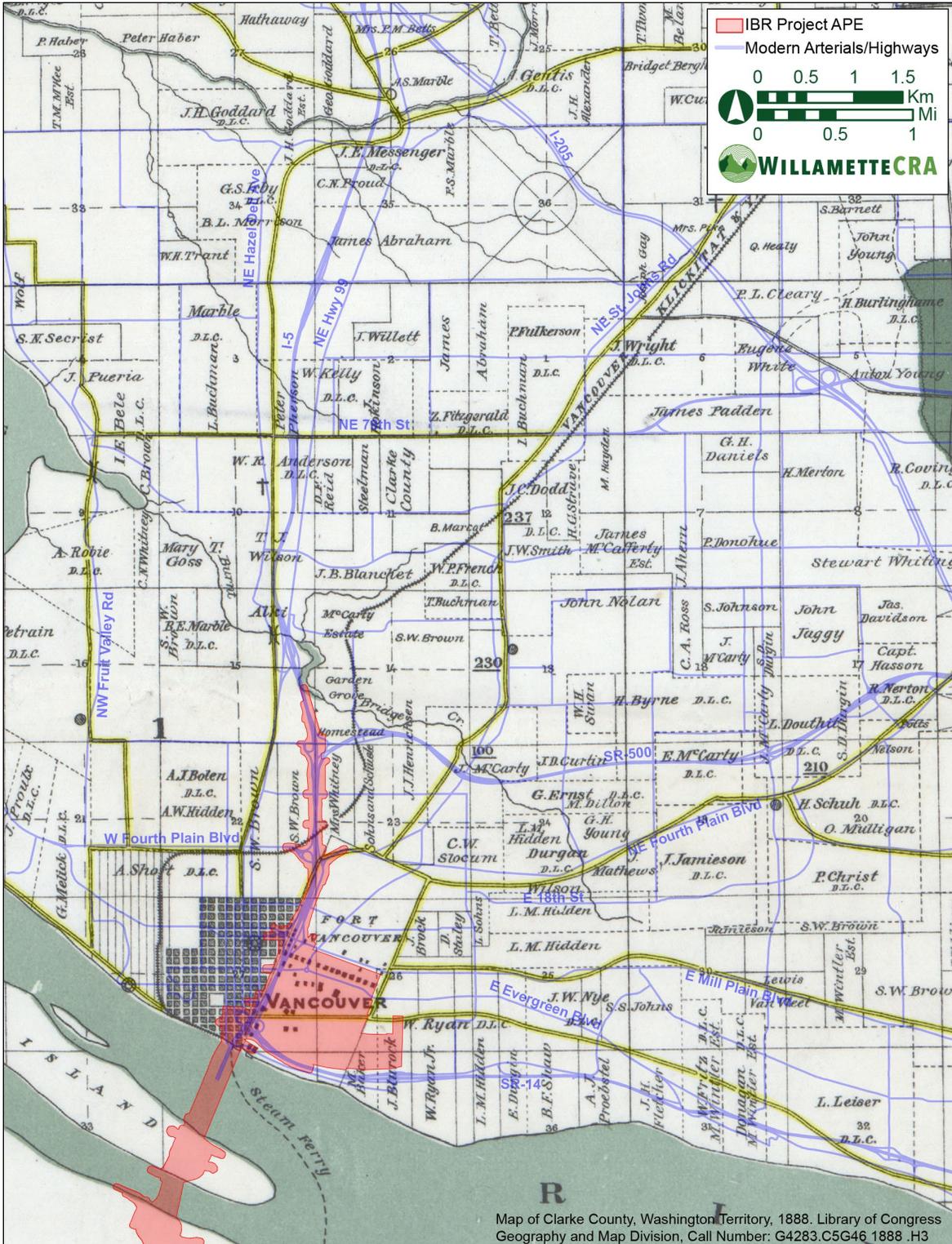


Figure 27. GLO, plat maps for Township 2 North, Range 1 East, Willamette Meridian (1860) and Township 2 North, Range 2 East, Willamette Meridian (1856). The IBR program primary APE is indicated with red shading. The IBR program secondary APE is indicated with orange shading.



5 Figure 28. Map of Clarke [sic] County, Washington Territory, 1888. The IBR program primary APE is indicated with red shading. The IBR program secondary APE is indicated with orange shading. Paths and trails from the 1860 BLM GLO plat map are indicated with yellow shading. Present-day major roads and highways are indicated with blue shading (Library of Congress).

In addition to the primary north-south travel routes that emerged during the territorial period, east-west routes through the Fort Vancouver Military Reservation also coalesced during this era. The three present-day roads, East 5th Street, East Mill Plain Boulevard, and East Fourth Plain Boulevard are descended from paths established by Native Peoples and the HBC. By the late 1890s, the two routes through Vancouver Barracks, East 5th Street and East Mill Plain Boulevard were well established, along with Fourth Plain Boulevard, which served as the northern boundary of the military reservation (Figure 28).⁵⁰² However, contemporary newspaper accounts suggest that the military was not necessarily keen on the public use of these thoroughfares. One particular incident in the spring of 1899 involved soldiers allegedly sprinkling tacks and broken glass on the Vancouver Barracks paths to puncture the tires of cyclists using the routes to cut through the military reservation.⁵⁰³

Early Organized Road Improvements

Before the invention and widespread adoption of the automobile, bicyclists were among the most vocal advocates for road improvements during the late nineteenth and early twentieth centuries. The League of American Wheelmen, now known as the League of American Bicyclists, was organized in 1880 and evolved to advocate on behalf of good roads and the legal right of cyclists to use those roads. The introduction of the safety bicycle in the 1880s prompted a cycling craze, and by the early 1890s, it was estimated that there were over one million bicyclists in the U.S.⁵⁰⁴

The rising popularity of bicycling in Vancouver and throughout Clark County drove the first substantial road improvements in the area. In 1897, graveled cycle paths were constructed through the woods to the north of Officers Row.⁵⁰⁵ The improved bicycle paths attracted both local cyclists as well as “wheelmen” from Portland, and ferry operators reported that 1,700 bicyclists crossed the Columbia River on one Sunday in the spring of 1898.⁵⁰⁶ The Clark County Cycle Club was organized in 1899 and pressed the county commissioners to put in bicycle paths along the county roads from Vancouver to Washougal, a distance of approximately seventeen miles, and from Vancouver to the Salmon Creek Bridge, a distance of approximately seven miles.⁵⁰⁷

⁵⁰² United States Geological Survey (USGS), “Topographic map, Portland quadrangle, 1897,” accessed April 2022, <https://ngmdb.usgs.gov/topoview/>.

⁵⁰³ “—,” *Vancouver Weekly Columbian*, April 21, 1899, 3.

⁵⁰⁴ Margaret Guroff, “American Drivers Have Bicyclists to Thank for a Smooth Rider to Work,” *Smithsonian Magazine*, September 12, 2016, <https://www.smithsonianmag.com/travel/american-drivers-thank-bicyclists-180960399/>.

⁵⁰⁵ “—,” *Vancouver Weekly Columbian*, July 9, 1897, 3.

⁵⁰⁶ “—,” *Vancouver Weekly Columbian*, April 22, 1898, 3.

⁵⁰⁷ “Clarke County Riders Organize,” *The Tacoma Daily Ledger*, April 16, 1899, 15; “Cycle Path,” *The Vancouver Weekly Columbian* (Vancouver, WA), May 19, 1899, 3.

In late 1900, the Hockinson Cycle Club petitioned the county commissioners to construct approximately fourteen miles of bicycle path along Fourth Plain Road to Hockinson, a community in central Clark County located at the present-day intersection of NE 159th Street and NE 182nd Avenue. The following year, the Salmon Creek Cycle Club prevailed in getting the county to spend seventy-five dollars to gravel the road from Vancouver to Salmon Creek.⁵⁰⁸
5 In 1902, the Riverside Cycle Club asked for \$285 to construct a bicycle path from Vancouver east to Camas (approximately fifteen miles) along the river road on the north bank of the Columbia River.⁵⁰⁹

By 1908, improved bicycle paths were completed along several of the major roads in the vicinity of Vancouver.⁵¹⁰ As the first automobiles arrived in Clark County, a few of the bicycle dealers in Vancouver opened the earliest automobile repair garages. These establishments included C. J. Moss, who repaired automobiles at 605 Washington Street beginning about 1909, and also Youmans and Preston at 713-715 Washington Street, who opened a Ford garage by 1914.⁵¹¹
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Early Washington State Highways

15 In 1893, Washington State designated its first official state road, but it was not until twelve years later in 1905 that that legislators created the Washington State Highway Department and State Highway Fund. The first officially designated state road in Clark County was State Road No. 8 between Lyle in Klickitat County and Washougal in Clark County (Figure 29).⁵¹²

In 1907, the Washington State Legislature amended the 1905 highway laws and corrected several flaws with the original legislation. The most important component of the 1907 legislation pertained to the financing of road improvements across Washington State, which included a match of the county's funds to represent an even split between the state and county. Assessments on property owners abutting the State Aid Road represented 15 percent of the county's share of the costs.⁵¹³ The first State Aid Road in Clark County was a one-mile section of Fourth Plain Road, which was graded and graveled in 1908 at a cost between \$6,500 and \$7,000.⁵¹⁴ By December 1908, there were thirty-six State Aid Roads in twenty-five different Washington counties totaling almost forty-one miles. The original highway legislation did not
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⁵⁰⁸ "Council Proceedings," *Vancouver Weekly Columbian* (Vancouver, WA), December 6, 1900, 2; "City Dads," *Vancouver Weekly Columbian* (Vancouver, WA), January 10, 1901, 3.

⁵⁰⁹ "Around City and County," *Vancouver Weekly Columbian* (Vancouver, WA), April 3, 1902, 5.

⁵¹⁰ "Of Interest To Bicyclists," *Vancouver Weekly Columbian* (Vancouver, WA), February 20, 1908, 7.

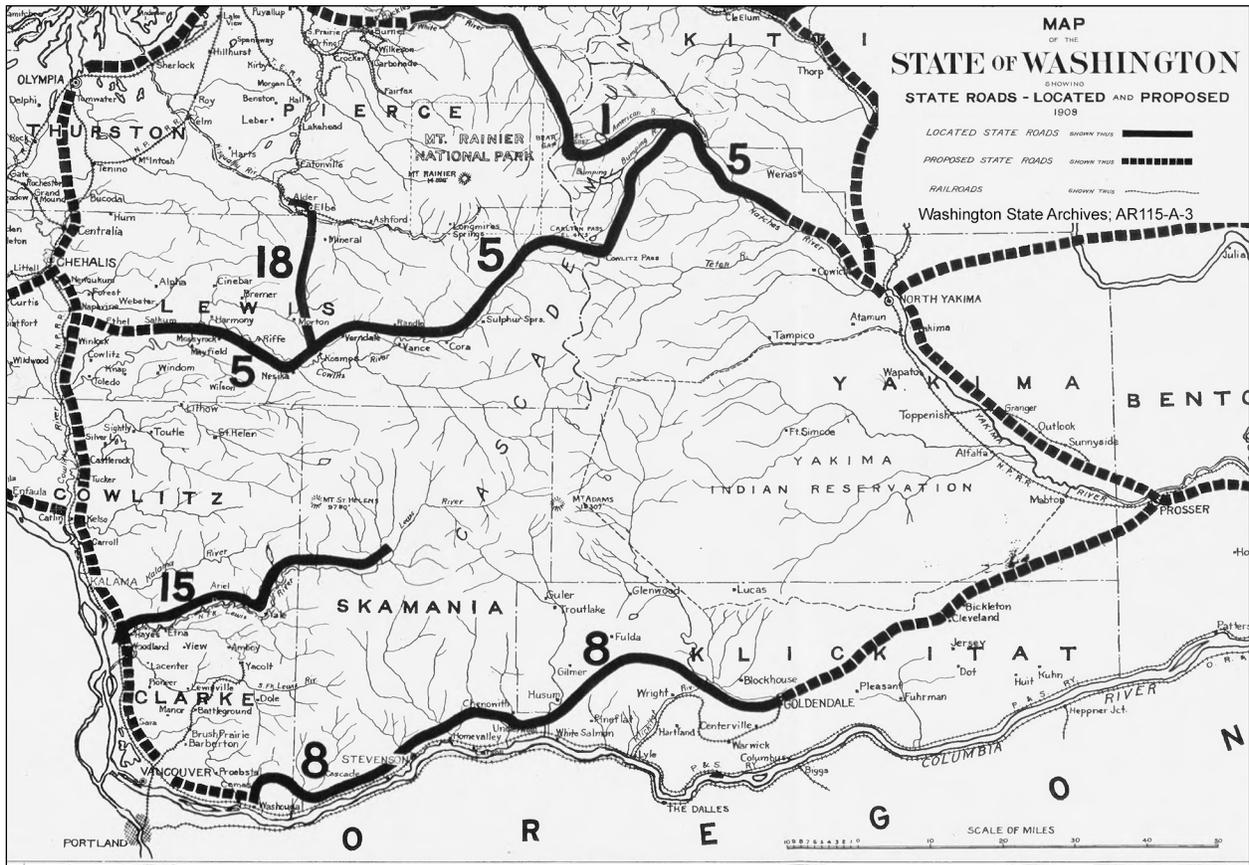
⁵¹¹ R. L. Polk & Company *Polk's Vancouver Directory, 1907*, (Seattle: R. L. Polk & Company, 1907), 184; R. L. Polk & Company *Polk's Vancouver Directory, 1909*, (Seattle: R. L. Polk & Company, 1909), 234; "Gasoline," *Columbian* (Vancouver, WA), February 16, 1914, 2.

⁵¹² Washington Department of Highways, "Forty Years with the Washington Department of Highways," 1945, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll9/id/2113/rec/23> 1-2.

⁵¹³ Washington Department of Highways, "Forty Years," 2.

⁵¹⁴ "Is \$331 Short," *Columbian* (Vancouver, WA), November 11, 1908, 4.

provide maintenance funds, and counties bore the maintenance costs of state roads until 1909.⁵¹⁵



5 Figure 29. Map of proposed and established state highways in Washington, 1909 (Washington State Archives).

By 1910, state highway engineers recognized that automobiles needed different roads than those previously constructed to suit horse-drawn vehicles. Engineers conducted early experiments with tar and asphalt macadam road surfaces, though gravel was the most commonly used material for road improvements during this period.⁵¹⁶ During this early period of experimentation, Samuel “Sam” Hill (1857–1931), one of the founders of the Washington State Good Roads Association, was frustrated by the slow pace of road building technology. In 1909, Hill hired engineer Samuel C. Lancaster to build 10 miles of demonstration roads at his Maryhill ranch in Klickitat County, located approximately 100 miles east of Vancouver on the north shore of the Columbia River. Hill spent over \$100,000 of personal funds to pay for Lancaster’s experiments with seven different road surfaces. Hill wanted a highway in the Columbia Gorge as part of a network in Washington. However, his political fortunes in the state dried up and he

⁵¹⁵ Washington Department of Highways, “Forty Years,” 2–3.

⁵¹⁶ Washington Department of Highways, “Forty Years,” 3–5.

looked, instead, to Oregon for support.⁵¹⁷ In February 1913, at his own expense, Hill brought Oswald West, the governor of Oregon, and the entire Oregon State Legislature to Maryhill on a special train from Portland to see his personal roads, which he hoped would serve “as a model for asphaltic macadam [road] construction.”⁵¹⁸ Shortly, the Oregon lawmakers established the Oregon State Highway Commission and voiced support for a system of “trunk route” highways across the state.⁵¹⁹

Meanwhile, the Washington State Legislature repealed the State Aid Road legislation and created the Permanent Highway Act in 1911. The first road construction standards were part of this legislation. The act stipulated that state roads would be no less than 16 feet wide and graded, and at least 12 feet of the road width surfaced with a durable material such as gravel, macadam, or stone. In 1912, experiments with concrete road surfacing were conducted in Franklin, Lewis, Lincoln, King, Kittitas, and Pierce Counties.⁵²⁰ One major road improvement project funded through the Permanent Highway Act of 1911 was the paving of a one-mile-long stretch of Fourth Plain Road. Though the length of this project is known, its exact location is unclear.⁵²¹

The Pacific Highway Association

The first automobile arrived in Washington State in 1900, and by 1910, there were reportedly 3,521 automobiles in the state.⁵²² Prior to mass production, automobiles were typically hand-built, costly machines intended for the wealthy. According to available statistics, in 1910 the average value of an automobile in Washington State was \$1,456.⁵²³ The generally wealthy early adopters of automobiles, who often referred to themselves as “automobilists” or “autoists” formed clubs with other individuals who shared their interests. The Automobile Club of Seattle was founded in September 1904, and one month later the Spokane Automobile Club and

⁵¹⁷ Robert W. Hadlow, “National Historic Landmark Nomination—Columbia River Highway Historic District,” Multnomah, Hood River, and Wasco counties, OR, NRIS 83004168, 2000, 53-60.

⁵¹⁸ David Wilma, “Hill, Samuel (1857-1931),” HistoryLink.org Online Encyclopedia of Washington State History, posted January 18, 2003, <https://www.historylink.org/File/5072>; David Wilma, “Washington Good Roads Association,” HistoryLink.org Online Encyclopedia of Washington State History, posted February 16, 2003, <https://www.historylink.org/file/5219>; “An Asphaltic Macadam Road at Maryhill, Washington,” *Good Roads* 2, no. 19 (November 1911): 245-247.

⁵¹⁹ Hadlow, 59.

⁵²⁰ Washington Department of Highways, “Forty Years,” 5–6.

⁵²¹ “County to Build Fourth Plain Road,” *Columbian* (Vancouver, WA), February 6, 1912, 1.

⁵²² Greg Lange, “First automobile arrives in Seattle on July 23, 1900,” HistoryLink.org Online Encyclopedia of Washington State History, posted February 26, 1999, <https://www.historylink.org/File/957>; State of Washington, *Statistics of the State of Washington, 1909-1910, with a Revised List of State, County and Municipal Officers, Issued by the State Bureau of Statistics and Immigration* (Olympia, Washington: E. L. Boardman, Public Printer, 1910), 11.

⁵²³ State of Washington, *Statistics of the State of Washington*, 11.

Tacoma Automobile Association were established.⁵²⁴ However, the Vancouver [Washington] Automobile Club did not form until 1910. This delay was most likely due to the relatively few automobiles in Clark County in 1910 and the generally poor road conditions along the north-south overland route through the county.⁵²⁵

5 Like the bicycle clubs before them, the automobile clubs in Washington State advocated for better roads. State-level lobbying for good roads was a component of a broader good roads movement across the United States. Crucially, the wealth and social prominence of early autoists in Washington State, such as Sam Hill (1857–1931), a founder and the president of the Washington State Good Roads Association, dramatically increased the clubs' ability to produce
10 tangible improvements in early road conditions in Washington State.⁵²⁶ However, with Henry Ford's introduction of the Model T automobile, more and more people could afford automobiles. As automobile ownership gradually became more popular across the U.S., increased numbers of autoists often joined national automobile clubs, such as the American Automobile Association (AAA), which emerged as a powerful advocate for road improvements nationwide. Farmers in
15 rural areas of the U.S. also became vocal "good roads" advocates after home mail delivery was introduced by the U.S. Post Office Department's Rural Free Delivery system.⁵²⁷

At the regional level, by 1910, the Washington State automobile clubs regularly communicated with other similar clubs along the West Coast of the U.S. and British Columbia, and the concept of a larger club of "Pacific Coast autoists" gradually emerged. In September 1910, delegates
20 from automobile clubs in California, Oregon, Washington, and British Columbia met in Seattle to form the Western Automobile Association. Originally slated for September 4, hazardous forest fire conditions delayed the meeting until September 18 and 19.⁵²⁸ The Vancouver [Washington] Automobile Club was apparently not represented, but several delegates from the Portland Automobile Club took their automobiles by steamboat and landed in the vicinity of Kalama on
25 the Columbia River to avoid poor road conditions in Clark County along their route to Seattle.⁵²⁹ Once the delegates converged in Seattle, they met at the Hotel Washington Annex on Sunday,

⁵²⁴ Alyssa Burrows, "Automobile Club of Seattle, Predecessor of AAA Washington, Forms on September 23, 1904," HistoryLink.org Online Encyclopedia of Washington State History, posted July 21, 2004, <https://www.historylink.org/File/5718>; "Bubble' Meets Wednesday," *The Spokesman-Review* (Spokane, WA), October 22, 1904, 3, "City News in Brief," *The Tacoma Daily Ledger* (Tacoma, WA), October 3, 1904, 5.

⁵²⁵ "Automobile Club Wednesday Night," *Columbian* (Vancouver, WA), May 3, 1910, 1; "Autoists To Take Trip," *Oregonian* (Portland, OR), September 13, 1910, 7; "Seattle Is Destination," *Oregonian* (Portland, OR), September 16, 1910, 8.

⁵²⁶ Wilma, "Hill, Samuel.," Wilma, "Washington Good Roads Association."

⁵²⁷ Richard F. Weingroff, "Federal Aid Road Act of 1916: Building the Foundation," *Public Roads* 60 no.1 (Summer 1996), <https://highways.dot.gov/public-roads/summer-1996/federal-aid-road-act-1916-building-foundation>.

⁵²⁸ "Auto Meet Is Postponed." *Oregonian* (Portland, OR), August 31, 1910, 7; "Seattle Trip Is Delayed 2 Weeks." *Oregonian* (Portland, OR), September 4, 1910, 3.

⁵²⁹ "Autoists To Take Trip." *Oregonian* (Portland, OR), September 13, 1910, 7; "Seattle Is Destination." *Oregonian* (Portland, OR), September 16, 1910, 8.

September 18, and created a temporary organization dubbed the Western Automobile Association. During a banquet at the Arctic Club the following day, the delegates adopted the Pacific Highway Association name instead.⁵³⁰

5 The primary goal of the Pacific Highway Association was the construction of a continuous highway route along the Pacific Coast. To achieve this goal, the Pacific Highway Association planned to create automobile clubs or good roads clubs in every city along the proposed route of the highway.⁵³¹ Judge J. R. Ronald of the Automobile Club of Seattle was elected president of the new Pacific Highway Association and Charles A. Ross of the Vancouver [British Columbia] Automobile Club was elected treasurer. Initial financial support for the new
10 organization was provided by the clubs in Victoria and Vancouver, British Columbia, Portland, and Seattle.⁵³²

The Pacific Highway in Clark County

15 The first major project undertaken by the Pacific Highway Association was the placement of uniform signs along the designated highway route. The organization also circulated information about road grading equipment.⁵³³ Actual construction of the Pacific Highway through Clark County did not officially begin until 1913, when the first paved section of highway was built. This work was completed under the Permanent Highway Act of 1911.⁵³⁴ Also, in 1913, the former primary state road designations were changed to a system of both primary and secondary roads. The name “Pacific Highway” was formally adopted and became the primary north-south
20 state road through Clark County. State Road No. 8 running east-west along the north bank of the Columbia River was downgraded from a primary road to a secondary road and dubbed the “Columbia River Road.” However, it was also still officially designated as State Road No. 8.⁵³⁵

25 In May 1913, an important link along the Pacific Highway was completed when the bridge across the North Fork of the Cowlitz River opened at Woodland and replaced the pioneer ferry.⁵³⁶ During the following two years, significant progress was made to construct the Pacific Highway through Clark County. An 8,500-foot-long section between Salmon Creek and the north end of Main Street was paved in 1914, and the section of Pacific Highway between La

⁵³⁰ “_,” *Seattle Daily Times*, September 19, 1910, 3; “_,” *Seattle Daily Times*, September 20, 1910, 9;

⁵³¹ “Plan Trunk Line Canada to Mexico.” *Columbian* (Vancouver, WA), September 24, 1910, 4.

⁵³² “Plan Trunk Line Canada to Mexico,” *Columbian*, 4.

⁵³³ “_,” *Columbian* (Vancouver, WA), November 12, 1910, 3.

⁵³⁴ “_,” *Columbian* (Vancouver, WA), February 17, 1913, 1; “Pacific Highway Brings Traffic Of Coast To Vancouver’s Doors.” *Columbian* (Vancouver, WA), May 29, 1928, 43.

⁵³⁵ Washington Department of Highways, “Forty Years,” 7–8

⁵³⁶ “View of the New Bridge on the Pacific Highway to be Dedicated at Woodland Tomorrow with a Great Barbeque as the Main Feature of the Program.” *Columbian* (Vancouver, WA), May 16, 1913, 1.

Center and Woodland was built the same year.⁵³⁷ The section of Pacific Highway between La Center and Salmon Creek was built in 1915 (Figure 30).⁵³⁸

5 Another important link along the Pacific Highway was the Interstate Bridge across the Columbia River between Portland and Vancouver. Construction began in 1915, and on February 14, 1917, the Interstate Bridge across the Columbia River officially opened to all traffic, including automobiles, bicycles, horse-drawn wagons, interurban streetcars, livestock, pedestrians, and trucks. Basic tolls for self-propelled vehicles generally ranged from five to fifty cents.⁵³⁹

⁵³⁷ "Contract For Paving Of Highway Awarded." *Columbian* (Vancouver, WA), May 9, 1914, 1; "Pacific Highway Job Rushed." *Columbian* (Vancouver, WA), August 4, 1914, 1.

⁵³⁸ "Pacific Highway Construction Began This Morning." *Columbian* (Vancouver, WA), June 22, 1915, 7.

⁵³⁹ John Lyle Harrington and Ernest E. Howard, *1918 Final Report: The Columbia River Interstate Bridge, Vancouver, Washington to Portland, Oregon, for Multnomah County, Oregon, Clarke County, Washington, Washington*, (United States: A. W. Hirsch Ptg. Company, 1918), 9, 60.



Figure 30. Map of state highways in Washington, 1915 (Washington State Archives).

Federal Aid Highway Act and U.S. Highways

During the early 1900s, the work of private individuals and state highway departments across the U.S. propelled many advances in road construction technology. However, the federal government also emerged as a technical leader during this period. In 1905, the U.S.

5 Department of Agriculture Office of Public Road Inquiries and Division of Tests of the Bureau of Chemistry were merged into the new federal Office of Public Roads (OPR). That same year, the geologist Logan Waller Page became director of the OPR. Page believed that scientists and engineers, and not politicians, were best equipped to solve road construction problems across the United States. In his role as director of OPR, Page conducted extensive studies of road-
10 building materials and established a reputation for high standards.⁵⁴⁰

As the automobile gradually became cheaper and more popular, national automobile clubs like the AAA, regional road organizations like the Pacific Highway Association, and other “good roads” advocates lobbied for federal funding of road improvements. Federal funding for state road projects was a controversial issue. In 1912, the U.S. House of Representatives passed a
15 bill proposing a federal rental payment to counties for the use of their roads to carry mail. The bill, named for Missouri Representative Dorsey W. Shackelford, died in the U.S. Senate. Debate over the Shackelford Bill illustrated the ideological divide between the farmers, who dreamed of all-weather roads to carry their crops to market, and the autoists and lobbyists, who wanted hard-surfaced, interstate highways.⁵⁴¹

20 Following the failure of the Shackelford Bill, an experimental funding program for the improvement of post roads (roads used by the U.S. Post Office Department to carry mail) went into effect in 1913. Oversight of state and local road improvement projects was administered by the OPR. However, this program ultimately failed due to numerous challenges, including state and county officials who resented the OPR supervision of their projects and confusion arising
25 over onerous federal contracting and labor requirements imposed upon the projects, such as an eight-hour workday and prohibition against the use of convict labor. Only about 457 miles of post roads were constructed in 28 counties in 17 states. One important lesson learned was that OPR was too small of a government agency to work with the approximately 3,000 counties across the U.S. This led to the subsequent decision that federal road aid should go directly to
30 states and not counties.⁵⁴²

At the state level, the American Association of State Highway Officials (AASHO) was founded in December 1914, and the founding of the AASHO marks a shift from ad hoc road construction

⁵⁴⁰ Federal Highway Administration “History,” U.S. Department of Transportation, Federal Highway Administration, updated February 25, 2022, <https://highways.dot.gov/federal-lands/about/history>.

⁵⁴¹ Federal Highway Administration “History.”

⁵⁴² Weingroff, “Federal Aid Road Act of 1916.”

practices to road engineering as a professional field.⁵⁴³ Over the following two decades, road and bridge engineering at the state level became increasingly standardized, and state highway departments evolved into complex government agencies. One of the primary goals of the AASHO was to pass a federal-aid road bill in Congress. At the Pan–American Road Congress in September 1915, several AASHO members, led by Thomas H. MacDonald, chief engineer of the Iowa State Highway Commission, drafted legislation to satisfy the disparate interests between states with existing road networks and states that had not yet developed highway systems. MacDonald was associated with Page of the OPR, who also played an advisory role in crafting the bill.⁵⁴⁴

10 Representative Shackleford of Missouri introduced a new federal-aid road bill to the U.S. House of Representatives in 1916. In general, Shackleford’s bill included funding for the improvement of rural post roads and outlined how the states would plan and execute road improvement projects under state control. Support of the bill was mixed, with some praising its straightforward and clear prescriptions for federal aid, while others decried the bill as an opportunity for
15 politicians to distribute “pork barrel” projects to favored constituents. Debate over the contents of the bill continued after it was sent to U.S. Senate Committee on Post Offices and Post Roads, headed by the powerful Senator John H. Bankhead of Alabama. Senator Bankhead was a vocal supporter of federal aid for road improvements and was closely associated with Page of the OPR. Senator Bankhead amended Representative Shackleford’s bill by deleting the entire text
20 after the enacting clause and inserting the language of the AASHO model legislation formulated at the 1915 Pan–American Road Congress.⁵⁴⁵

In general, Senator Bankhead’s bill called for \$75 million of federal road aid given over a five-year period. The funds would be fifty-fifty matching grants, with the 50 percent federal share calculated using a formula incorporating the existing road network, geographic area, and
25 population of each state. After extensive debate and several amendments, the U.S. Senate passed the Bankhead bill on May 8, 1916. The bill passed out of conference committee on June 27, and both the U.S. House of Representatives and U.S. Senate approved the bill that same day. President Woodrow Wilson signed the Federal Aid Road Act on July 11, 1916.⁵⁴⁶

30 In 1917, Washington State received \$30,865.22 in federal aid to pave a 3.52-mile-long portion of the Pacific Highway in Thurston County. This was Washington’s first federal highway grant.⁵⁴⁷

⁵⁴³ Weingroff, “Federal Aid Road Act of 1916.”

⁵⁴⁴ Weingroff, “Federal Aid Road Act of 1916.”

⁵⁴⁵ Weingroff, “Federal Aid Road Act of 1916.”

⁵⁴⁶ Weingroff, “Federal Aid Road Act of 1916.”

⁵⁴⁷ Washington Department of Highways, “Forty Years,” 8.

Paving of the Pacific Highway in Clark County was completed by September 1922.⁵⁴⁸ Just over one year later in October 1923, the entire Pacific Highway between Blaine, Washington, and the California–Mexico border was officially declared completed and opened to vehicular traffic; practically the entire Pacific Highway in Washington and Oregon was paved by this date.⁵⁴⁹ A
5 4.5-mile-long section of the Pacific Highway between 39th Street in Vancouver and north of Salmon Creek was reconstructed in 1925, and in November 1926, the Pacific Highway between Vancouver and Blaine, Washington was officially designated as U.S. Highway 99 (also referred to as U.S. Route 99).⁵⁵⁰

Between 1927 and 1944, several major road construction projects reduced grades and
10 eliminated curves on the Pacific Highway. The first of these major reconstruction projects opened in November 1927, when the so-called “Salmon Creek Cut-off” was officially opened to traffic. This reconstruction project eliminated 913 degrees of curvature and shortened the route of U.S. 99 by almost one mile.⁵⁵¹ In the summer of 1938, construction began on a new direct
15 alignment of U.S. 99 between Salmon Creek and Woodland, which was projected to eliminate over two miles of dangerous curves and grades. The right-of-way was to be 150-foot wide and “double tracked” for future conversion to a “super-highway.”⁵⁵² The term “double tracked” appears to have been in reference to roadbed construction that could accommodate two travel lanes in each direction. Finally, in January 1944, the “streamlined” U.S. 99 between Salmon Creek and Woodland was completed.⁵⁵³

20 **Vancouver Freeway**

On August 2, 1947, the U.S. Bureau of Public Roads officially selected U.S. 99 as an “Interstate Highway” route.⁵⁵⁴ In 1951, construction began on the Vancouver section of the Interstate Highway System.⁵⁵⁵ The existing sanitary and storm sewer systems were reconstructed in the area bounded by 6th Street to the north, Vancouver Barracks to the east, the Columbia River to

⁵⁴⁸ “Pacific Highway Finally Finished Through County,” *Columbian* (Vancouver, WA), September 11, 1922, 1; Kit Oldham, “Washington receives its first federal highway grant, to pave a portion of Pacific Highway in Thurston County, on April 26, 1917,” HistoryLink.org Online Encyclopedia of Washington State History. Posted February 2, 2005, <https://www.historylink.org/File/7244>.

⁵⁴⁹ “Pacific Highway Open Today for Entire Distance,” *Columbian* (Vancouver, WA), October 19, 1923, 1.

⁵⁵⁰ American Association of State Highway Officials (AASHO), “United States Numbered Highway System,” November 11, 1926,

<https://texashistory.unt.edu/ark:/67531/metaph298433/m1/1/zoom/?resolution=6&lat=3408&lon=4598.5>. “Salmon Creek Cut-off Work Now Underway,” *Columbian* (Vancouver, WA), April 25, 1925, 1.

⁵⁵¹ “Fine New Road Open to Public; Aid to Safety,” *Columbian* (Vancouver, WA), November 24, 1927, 1.

⁵⁵² “Highway Will Cut Distance,” *Columbian* (Vancouver, WA), May 21, 1938, 1.

⁵⁵³ “Final Link of New Pacific Highway Open,” *Columbian* (Vancouver, WA), January 3, 1944, 1.

⁵⁵⁴ Public Roads Administration, “National System of Interstate Highways Selected by Joint Action of the Several State Highway Departments as Modified and Approved by the Administrator, Federal Works Agency, August 2,” August 2, 1947,

⁵⁵⁵ Bureau of Public Roads, *1954 Annual Report- Bureau of Public Records: Fiscal Year 1954*, (Washington DC: U.S. Department of Commerce, 1954), 16.

the south, and Washington Street to the west in 1952, and the following year, additional contracts were executed for the construction of the “Vancouver Freeway,” as the Washington State Highway Department called the project (Figure 31).⁵⁵⁶ Initial announcements of the Vancouver Freeway in 1947 only mentioned the existing Interstate Bridge and stated that the traffic levels necessitated construction of a new “traffic smoothing” approach and a wider, four-lane road at the north end of the bridge.⁵⁵⁷ These earliest reports did not mention the possibility of a new bridge. However, in 1948, newspaper articles announced the need for either widening the existing Interstate Bridge or creating an entirely new span.⁵⁵⁸

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In 1954, the first usable portion of the Vancouver Freeway was opened to traffic.⁵⁵⁹ That same year, an interchange connecting the Evergreen Highway (the present-day Lewis and Clark Highway or State Route 14) with Washington Street was put into operation.⁵⁶⁰ However, this work did not occur without controversy. Over objections by the City of Vancouver and the Vancouver Chamber of Commerce, the Washington Department of Highways condemned 5th Street and severed an important east-west connection between the city and Fort Vancouver that had existed for over 100 years.⁵⁶¹

The following year, the 2.5-mile-long, 4-lane, controlled-access Vancouver Freeway was completed and opened to traffic when Governor Arthur B. Langlie cut the ribbon during an elaborate ceremony.⁵⁶² In the summer of 1956, construction work on the second span of the Interstate Bridge (present-day southbound span) began.⁵⁶³

⁵⁵⁶ “Major State Road Work Due in County,” *Columbian* (Vancouver, WA), March 21, 1947, 1.

⁵⁵⁷ “_,” *Columbian* (Vancouver, WA), January 21, 1947, 1; “_,” *Columbian* (Vancouver, WA), March 21, 1947, 1.

⁵⁵⁸ “_,” *Columbian* (Vancouver, WA), December 23, 1948, 3.

⁵⁵⁹ Bureau of Public Roads, *1954 Annual Report*, 16.

⁵⁶⁰ “Newest Link In Freeway To Be Open,” *Columbian* (Vancouver, WA), April 14, 1954, 1.

⁵⁶¹ “Fifth Street Battle Plan To Be Laid.” *Columbian* (Vancouver, WA), February 1, 1954, 1; “City Chamber Hit Decision On 5th.” *Columbian* (Vancouver, WA), February 25, 1954, 1.

⁵⁶² Bureau of Public Roads, *1955 Annual Report- Bureau of Public Roads: Fiscal Year 1955*, (Washington DC: U.S. Department of Commerce, 1955), 14; “Ribbon Snapped, Cars Roll.” *Columbian* (Vancouver, WA), April 1, 1955, 1.

⁵⁶³ “Work Nears On Second River Span.” *Columbian* (Vancouver, WA), June 11, 1956, 1.

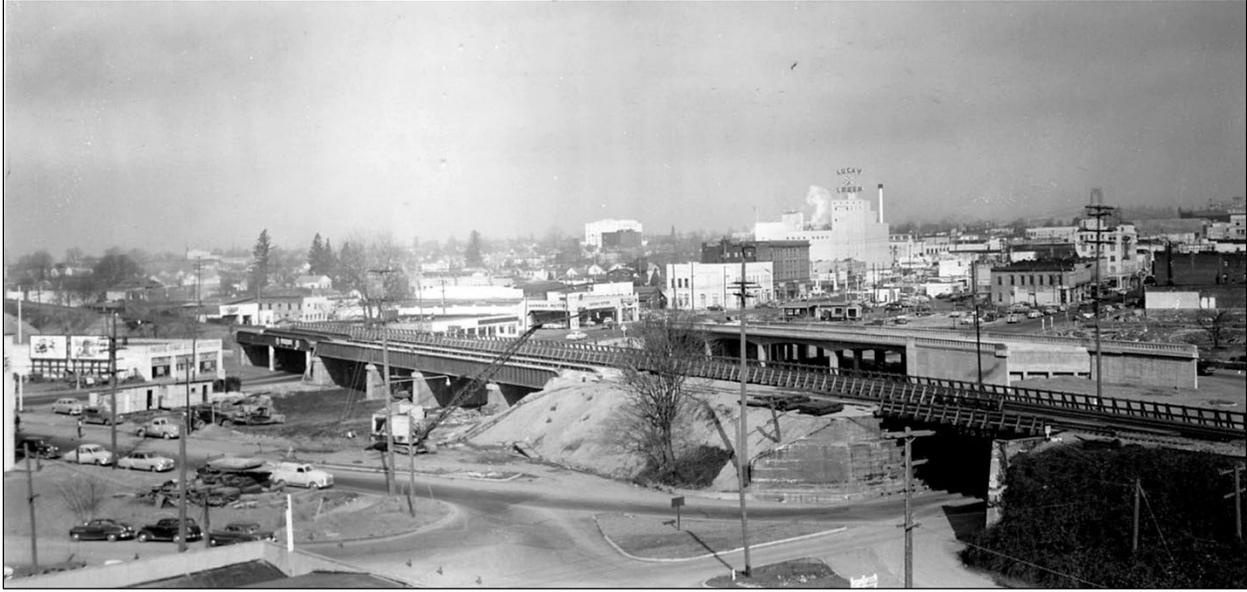


Figure 31. Initial construction of the Vancouver Freeway, view looking northwest, ca. November 1951 to June 1953. (Washington Department of Transportation).

Interstate 5

- 5 On August 14, 1957, U.S. 99 (the former Pacific Highway) between Vancouver and Blaine, Washington, was officially designated as I-5.⁵⁶⁴ On July 1, 1958, the second span of the Interstate Bridge (present-day southbound span) was dedicated and officially opened to traffic. The new span carried all northbound and southbound traffic while the original 1917 span was reconstructed with a “hump-back” to match the new span (Figure 32).⁵⁶⁵
- 10 Both spans of the Interstate Bridge were opened to motor vehicle traffic in January 1960. The Washington Toll Bridge Authority was in charge of collecting tolls, though the toll plaza was located on Hayden Island south of the bridge portals. Tolls for automobiles and pickup trucks were 20 cents.⁵⁶⁶ On August 24, 1962, Washington Governor Rosellini dedicated a five-mile section of I-5 from Burnt Bridge Creek to Salmon Creek (Figure 32–Figure 35).⁵⁶⁷
- 15 In April 1968, the Washington State Highway Department announced plans to widen I-5 from four to six lanes through Vancouver. The interchanges at the Lewis and Clark Highway

⁵⁶⁴ American Association of State Highway Officials (AASHO), *Official Route Numbering for the National System of Interstate and Defense Highways*, August 14, 1957, <http://www.roadfan.com/aug57int.jpg>.

⁵⁶⁵ “New Bridge Opened With Ceremonies,” *Columbian* (Vancouver, WA), July 1, 1958, 1; “Holes ‘Dug’ in Old Span as Crews Start Remodeling to Create ‘Hump-back’ Look,” *Columbian* (Vancouver, WA), July 3, 1958, 9.

⁵⁶⁶ “Shadow of Tolls Darken as Spans Near Completion,” *Columbian* (Vancouver, WA), January 1, 1960, 17; “Bridge Tolls Due Sunday,” *Columbian* (Vancouver, WA), January 8, 1960, 1.

⁵⁶⁷ “Formal Ceremonies Add Freeway Link to State’s Highway Network.” *Columbian* (Vancouver, WA), August 24, 1962, 7.



Figure 32. Aerial photograph of Vancouver, view looking north, ca. 1965. The modified 1917 Interstate Bridge (northbound span) is clearly visible next to the 1958 Interstate Bridge (southbound span) (Washington State Archives AR115-B-2_ph004880).

- 5 (present-day State Route 14), Mill Plain Boulevard, Fourth Plain Boulevard, and 39th Street were also slated for reconstruction.⁵⁶⁸ Three alternatives for the I-5/State Route 14 interchange were considered between 1968 and 1969, and negotiations over the plans continued throughout the 1970s; the construction contract was finally awarded in October of 1981, and work was completed in May of 1984.⁵⁶⁹

⁵⁶⁸ "Freeway project plans to change city patterns." *Columbian* (Vancouver, WA), April 19, 1968, 2.

⁵⁶⁹ "Interchange report expected ready soon." *Columbian* (Vancouver, WA), October 17, 1969, 3; "Hearing set on I-5 changes." *Columbian* (Vancouver, WA), July 12, 1973, 15; "At the crossroads." *Columbian* (Vancouver, WA), December 13, 1981, 16; "Portland firm gets I-5-Highway 14 job." *Columbian* (Vancouver, WA), October 16, 1981, 7; "Finally, finale for I-5 freeway work." *Columbian* (Vancouver, WA), May 27, 1984, 17.



Figure 33. Aerial photograph of Vancouver, view looking north, ca. 1959. (Washington State Archives Vancouver 5_0001_238).

Construction of the Interstate Bridge

- 5 Throughout the nineteenth century, the cities of Vancouver and Portland were made distant to each by the width of the Columbia, connected only by the inconsistent and irregular services of ferries or other vessels. While these connections continuously improved —faster boat service or streetcars built to the ferry landings—the service itself was consistently slow, inconvenient, and often unreliable.

- 10 While ferries had been suitable and often faster than land-based transportation in the pre-railroad era, the region’s ballooning population and thriving industrial sector made permanent and reliable bridges increasingly necessary.⁵⁷⁰ As early as the 1840s, bridges were built across smaller waterways in the area; in subsequent decades, more substantial bridges spanned larger

⁵⁷⁰ Dwight A. Smith, James B. Norman, Pieter T. Dykman, *Historic Highway Bridges of Oregon* (Salem: Oregon Department of Transportation, 1986), 28-29.

channels.⁵⁷¹ The region's largest rivers—most prominently the Columbia—remained an impasse in interstate travel into the twentieth century.

5 South of the Canadian border, the first bridges to span the Columbia were largely funded by railroad magnate James J. Hill whose financing helped construct the Old Wenatchee Bridge (1908) and the Columbia bridge of the Seattle, Portland & Spokane Railway (SP&S).⁵⁷² Designed by famed civil engineer Ralph Modjeski (1861–1940), the latter bridge also opened in 1908 and was a contemporary marvel: the longest doubletrack railroad bridge in the country.⁵⁷³

10 Hill's bridge proved the viability of spanning the Columbia, and citizens of both Clark and Multnomah County began the slow process of advocating, campaigning, and agitating for the construction of a bi-state or interstate bridge. The bridge was needed to supplement the existing railroad span and serve the needs of pedestrian, automotive, and rapid transit.⁵⁷⁴

15 As early as 1908, local promoters and politicians began to press for the construction of a bridge by encouraging a feasibility study to understand potential costs. After years of delay, the study was funded through public subscription and Modjeski was hired as the project consultant.⁵⁷⁵ He delivered his report in September 1912, estimating the total cost of the bridge would fall between \$1.7 and \$2 million, plus more for the necessary approaches.⁵⁷⁶

20 With Modjeski's study in hand, proponents for the bridge petitioned for support from their respective local state governments. Detailed engineering drawings were compiled by the engineering firm of Harrington, Howard and Ash, and construction bids were finally solicited in January 1915.⁵⁷⁷ In February, bids were opened and a vertical lift system was chosen for the bridge's movable span.⁵⁷⁸

In all, the planned costs for the bridge were lower than anticipated and its construction was divided into twelve separate units undertaken by twenty-four contractors, many of whom were

⁵⁷¹ Smith et al., *Historic Highway Bridges*, 29-32.

⁵⁷² Don Seabrook, "Looking Back: Columbia River bridge construction," *Wenatchee World*, December 1, 2022. https://www.wenatcheeworld.com/wvbusiness/looking-back-columbia-river-bridge-construction/article_72a8ccba-1766-11ed-8508-b313400419dc.html.

⁵⁷³ John Caldbick, "James J. Hill and associates cross Columbia River on first railroad bridge linking Washington and Oregon, whose opening has just completed Hill's Spokane, Portland & Seattle Railway, on November 5, 1908," HistoryLink.org Online Encyclopedia of Washington State History, posted January 13, 2016. <https://www.historylink.org/File/8740>.

⁵⁷⁴ Jonathan Clarke, "Vancouver-Portland Interstate Bridge," *Historic American Engineering Record Written Historical and Descriptive Data* (Washington, DC: U.S. Department of the Interior, Historic American Engineering Record, 1993) 2.

⁵⁷⁵ Clarke, *Vancouver-Portland Interstate Bridge*, 2.

⁵⁷⁶ Ralph Modjeski, *To The Joint Pacific Highway-Columbia Bridge Committee of Portland and Vancouver Commercial Clubs* (Chicago: Ralph Modjeski, 1912), 5-6.

⁵⁷⁷ Clarke, *Vancouver-Portland Interstate Bridge*, 5.

⁵⁷⁸ Clarke, *Vancouver-Portland Interstate Bridge*, 5.

local.⁵⁷⁹ Construction began on March 6, 1915, and continued throughout the following year, still unfinished at the initial completion deadline of October 31, 1916.⁵⁸⁰ While work continued mostly without incident, the project dragged into 1917; in early February finishing touches, including the deck paving and streetcar tracks, were finally installed.⁵⁸¹ With great crowds in attendance, the new bridge officially opened on February 14—Valentine’s Day—1917.⁵⁸² Editors at Portland’s *Oregonian* wrote that “[w]ith brilliant formality, the Interstate bridge yesterday swung into its niche in the great scheme of commercial and industrial development of the Northwest.”⁵⁸³ To all, the event seemed momentous.

The 1910s was a period of rapid technological and economic growth in the region, which the bridge both symbolized and further augmented. During its first year of operation, the lift span was opened 1,000 times for river-borne water traffic and almost immediately, officials noticed a rapid increase in “motor-truck traffic” as the use of horse-powered transportation was eclipsed.⁵⁸⁴ To pay for the structure, all users who crossed the bridge paid a toll roughly approximate to the cost of the former ferry fare, but the crossing was substantially faster.⁵⁸⁵ Within only twelve years of opening, the bridge had paid for itself.⁵⁸⁶

To remove further barriers to interstate travel, in 1927 the state of Washington began investigating the purchase of local toll bridges.⁵⁸⁷ After the passage of multiple legislative laws, Washington and Oregon jointly purchased the Interstate Bridge from Clark and Multnomah Counties in 1929.⁵⁸⁸ The bridge’s tolls were abolished and its operation and maintenance were folded into the state’s roads department.

By the 1940s, automotive traffic usage had grown so widespread that the 1917 structure was becoming a bottleneck for drivers along the Pacific Highway.⁵⁸⁹ From 13,100 daily vehicular crossings in 1936, the bridge handled 30,747 by 1950. Boat traffic had also increased: bridge openings had doubled to 2,000 per year by 1948.⁵⁹⁰ Various solutions were proposed, including a plan to modify the existing bridge to give water traffic more clearance and to add a second, parallel bridge alongside the first.⁵⁹¹ This plan was ultimately adopted; when completed, the

⁵⁷⁹ Clarke, Vancouver-Portland Interstate Bridge, 6.

⁵⁸⁰ Clarke, Vancouver-Portland Interstate Bridge, 6-7

⁵⁸¹ Clarke, Vancouver-Portland Interstate Bridge, 7.

⁵⁸² Clarke, Vancouver-Portland Interstate Bridge, 7.

⁵⁸³ “Columbia Span is Formally Opened,” *The Oregonian* (Portland, OR), 15 February 1917, 1.

⁵⁸⁴ “Motor Truck Plays Large Part in Growth of Bridge Traffic,” *Engineering News-Record* (New York), 16 May 1918, 965; Clarke, Vancouver-Portland Interstate Bridge, 8.

⁵⁸⁵ “Motor Truck Plays Large Part in Growth of Bridge Traffic,” 965.

⁵⁸⁶ Clarke, Vancouver-Portland Interstate Bridge, 8.

⁵⁸⁷ Clarke, Vancouver-Portland Interstate Bridge, 8.

⁵⁸⁸ Clarke, Vancouver-Portland Interstate Bridge, 8-9.

⁵⁸⁹ Clarke, Vancouver-Portland Interstate Bridge, 9.

⁵⁹⁰ Clarke, Vancouver-Portland Interstate Bridge, 9.

⁵⁹¹ Clarke, Vancouver-Portland Interstate Bridge, 9.

bridge would have a new total capacity for 75,000 to 80,000 vehicles per day, as well as substantial additional clearance without requiring the operation of the lift span.⁵⁹²

5 Portions of the funding were secured from both Washington and Oregon state governments, as well as from the U.S. Army Corps of Engineers.⁵⁹³ A bond issue supplied the remainder, to be paid back through bridge tolls.⁵⁹⁴ In April 1956, the contract for the construction of the new bridge was awarded to the Guy F. Atkinson Co., of San Francisco.⁵⁹⁵ Work continued through 1957 and the new span was opened to traffic on July 1, 1958.⁵⁹⁶ A second contract for the modification of the original span was awarded in March 1958 to the General Construction Co., of Portland, which successfully re-opened the modified structure two years later in 1960.⁵⁹⁷

10 After the opening of the new bridge, tolling continued for six years until the cost of both spans was paid off. The last toll was collected on November 1, 1966, after which point the toll booths were removed and the toll plaza on Hayden Island reconfigured. Since that time, the bridge has undergone other, small- to moderate-scale changes including alterations to the operator's control booth, decking, and traffic control devices. The Interstate Bridge is otherwise little-

15 changed from its 1966 reconstruction and remains one of the most critical pieces of roadway infrastructure on the West Coast.

Automobile Service, Sales, and Filling Stations in Vancouver

Introduction

20 By the time the Interstate Bridge opened in February 1917, the route of the Pacific Highway through Vancouver was already well established. From the ferry landing at the foot of Washington Street, motorists travelled north to 6th Street, turned right, and then turned left onto Main Street. Motorists continued north to 26th Street (present-day Fourth Plain Boulevard) before veering slightly right to 39th Street.⁵⁹⁸ The

⁵⁹² Clarke, Vancouver-Portland Interstate Bridge, 9.

⁵⁹³ Clarke, Vancouver-Portland Interstate Bridge, 9.

⁵⁹⁴ Clarke, Vancouver-Portland Interstate Bridge, 9-10.

⁵⁹⁵ Clarke, Vancouver-Portland Interstate Bridge, 10.

⁵⁹⁶ Clarke, Vancouver-Portland Interstate Bridge, 10.

⁵⁹⁷ Clarke, Vancouver-Portland Interstate Bridge, 10.

⁵⁹⁸ The Automobile Blue Book Publishing Company, *Official Automobile Blue Book*, Vol. 9: *Oregon, Washington, British Columbia, Idaho and Western Montana, with extension routes into Wyoming, Utah and Northern California*, (New York: The Automobile Blue Book Publishing Company, 1919), 82; Sanborn Map Company *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1928). <https://digitalsanbornmaps-proquest-com.ezproxy.spl.org>.



Figure 34. Aerial photograph of Vancouver, view looking north, ca. 1959. (Washington State Archives Vancouver 9_0001_238).

5 Evergreen Highway (formerly named the Columbia River Road, also designated State Road No. 8), the primary east-west route along the north bank of the Columbia River, intersected the Pacific Highway at 5th and Main Streets. Automobile service garages and gasoline filling stations proliferated in this area of lower downtown Vancouver during the 1920s and 1930s. These establishments persisted in this area until the early 1950s, when most of the automobile service garages and filling stations in the lower downtown Vancouver area were demolished for
10 the construction of the Vancouver Freeway and I-5.



Figure 35. Aerial photograph of Vancouver, view looking north, ca 1959. (Washington State Archives Vancouver A_0001_238).

Service Garages and Automobile Sales

- 5 Frank Wilcox at 406 Main Street and C.J. Moss at 605 Washington Street were two of the first proprietors of automobile repair shops in Vancouver, both established by 1909.⁵⁹⁹ Wilcox was a Maxwell agent and Moss represented Buick, Pope–Hartford, and Thomas Flyer automobiles, as well as Indian motorcycles.⁶⁰⁰ J. T. McMahan’s repair shop at 109-113 Washington Street

⁵⁹⁹ R. L. Polk & Company, *Polk’s Vancouver Directory, 1907*, 184; R. L. Polk & Company, *Polk’s Vancouver Directory, 1909*, 239.

⁶⁰⁰ R. L. Polk & Company, *Polk’s Vancouver Directory, 1909*, 234; R. L. Polk & Company, *Polk’s Vancouver Directory, 1909*, 239; R. L. Polk & Company, *Polk’s Vancouver Directory, 1909*, 241.

opened around 1912.⁶⁰¹ By 1914, Ben Youmans operated a service garage and Ford agency at 707 Washington Street.⁶⁰²

5 In 1914, R. R. Matthews opened Matthews' Ford Garage at 301 Main Street, the former location of the Pickett Brothers Livery Stable.⁶⁰³ Matthews' Garage relocated to 207 Washington Street by 1916 and by 1918 had been renamed the Washington Street Garage.⁶⁰⁴ By 1916, motorists could get their tires repaired at the Interstate Vulcanizing Works at 215 Washington Street; though renamed the McCoy Auto Company, it operated at this location for the next thirty years.⁶⁰⁵

10 By the mid-1930s, there were fourteen dealers of new and used automobiles in downtown Vancouver, conveniently located along or near the major highway junction at Washington and 5th Streets. Four of the more prominent dealers were located on Washington Street, including the McCoy Auto Company at 215 Washington Street (White trucks and busses), the Lineham Motor Company at 300 Washington Street (Studebaker), Smith & Henderson at
15 900-904 Washington Street (Buick and Pontiac), and Shattuck–Dickson Motor Company at 1004 Washington Street (Ford). Nearby, the Columbia Chevrolet Company was located at 200 East 5th Street and the Wilde Motor Company (Oldsmobile) and Sparks Motor Car Company (Plymouth and Dodge) both at 115 East 7th Street. These dealers also typically repaired the specific brands of automobiles they sold.⁶⁰⁶

20 During the same period, the lower downtown area closer to the Columbia River also served as Vancouver's automobile wrecking center. In 1934, two such companies were located on lower Washington Street: Pacific Highway Auto Wreckers at 111 Washington Street and the Vancouver Auto Wrecking Company at 214 Washington Street. The Columbia Auto Wreckers were located at 207 Main Street.⁶⁰⁷

25 The construction of the Vancouver Freeway in the early 1950s obliterated many of the automobile sales and service establishments in the lower downtown area: the McCoy Auto Company at 215 Washington Street was demolished in 1951; Knapp's Tractor Company at 213

⁶⁰¹ R. L. Polk & Company, *Polk's Vancouver Directory, 1912*, (Seattle: R. L. Polk & Company, 1912), 368, 377.

⁶⁰² "Gasoline," *Columbian* (Vancouver, WA), February 16, 1914, 2.

⁶⁰³ "Pickett Bros. Livery Stable," *Columbian* (Vancouver, WA), January 28, 1909, 3.

⁶⁰⁴ R. L. Polk & Company, *Polk's Vancouver Directory, 1916*, (Seattle: R. L. Polk & Company, 1916), 302; R. L. Polk & Company, *Polk's Vancouver Directory, 1918*, (Seattle: R. L. Polk & Company, 1918), 308.

⁶⁰⁵ R. L. Polk & Company, *Polk's Vancouver Directory, 1916*, 302; "Local News," *Columbian* (Vancouver, WA), September 4, 1920, 5; "Where McCoy Auto Co. Started," *Columbian* (Vancouver, WA), April 27, 1951, 13.

⁶⁰⁶ R.L. Polk & Company, *Polk's Vancouver (Washington) City Directory, 1934*, 305.

⁶⁰⁷ *Polk's Vancouver (Washington) City Directory, 1934* (Seattle: R. L. Polk & Company, 1934), 306.

Main Street and the Pearson Motor Company at 309 Main Street the following year.⁶⁰⁸ The auto sales and repair shop on the ground floor of the Empress Hotel at 305 Main Street also disappeared from city maps.⁶⁰⁹ By 1954, a highway interchange occupied the entire portion of lower downtown Vancouver south of 4th Street and east of Washington Street (Figure 36)⁶¹⁰

5 **Filling Stations**

In 1909, there were an estimated fifteen to twenty automobiles in Vancouver and around fifty to sixty in 1910.⁶¹¹ Gasoline filling stations were in their infancy between 1900 and 1910, and early motorists of Clark County most likely purchased their gasoline in five-gallon metal cans, which, like lamp kerosene, could be purchased at livery stables or general stores.⁶¹² In 1912, the Standard Oil Company built a bulk oil and fuel warehouse at the southwest corner of West 39th Street and the Northern Pacific Railway right-of-way. The company offered door-to-door wagon delivery of oil products, including Red Crown gasoline for automobiles.⁶¹³

By 1914, Ford owners and drivers could purchase gasoline at Ben Youman's garage at 707 Washington Street for 18 cents per gallon.⁶¹⁴ Motorists could also purchase gasoline from the "Big Red Pump" at the Matthews Garage at 207 Washington Street or from McIrvine and Son at 301 Main Street.⁶¹⁵ In the summer of 1916, Ben Youman opened the first gasoline filling station in Vancouver east of the St. Elmo Hotel at the southeast corner of Washington and 5th Streets. Gasoline was dispensed via a pump from an underground tank, and Youman also sold lubricating oils and greases from a glass-enclosed salesroom near the pump.⁶¹⁶

By 1928, thirty-five gasoline filling stations were listed in the Vancouver directory: eight clustered in the lower downtown area south of 6th Street along Washington and Main Streets, and another eleven located along Main Street (Pacific Highway) between 6th and 39th

⁶⁰⁸ "McCoy Auto Co., Born Out of Purchase of Car on Time Back In 1915, in \$300,000 New Home," *Columbian* (Vancouver, WA), April 25, 1951, 11; "Where McCoy Auto Co. Started," *Columbian* (Vancouver, WA), April 27, 1951, 13.

⁶⁰⁹ "Old Buildings To Vanish Soon," *Columbian* (Vancouver, WA), January 18, 1952, 1.

⁶¹⁰ Bureau of Public Roads, *1954 Annual Report*.

⁶¹¹ "About Twenty Autos Will Meet Excursion," *Columbian* (Vancouver, WA), May 7, 1909, 1; "New Auto Agency," *Columbian* (Vancouver, WA), March 12, 1910, 3; "Autoists To Help Farmers Boost Roads," *Columbian* (Vancouver, WA), April 6, 1910, 1.

⁶¹² David Wilma, "Gas Station may have been invented in Seattle in 1907," HistoryLink.org Online Encyclopedia of Washington State History. Posted January 1, 1999. <https://www.historylink.org/File/2093>.

⁶¹³ "Standard Oil Starts Work on Buildings," *Columbian* (Vancouver, WA), January 16, 1912, 1; "Gasoline To Be Supplied Direct From The Tanks," *Columbian* (Vancouver, WA), July 29, 1912, 1; "Around The City," *Columbian* (Vancouver, WA), July 29, 1912, 3.

⁶¹⁴ "Gasoline," *Columbian* (Vancouver, WA), February 16, 1914, 2.

⁶¹⁵ "Mathews [sic] Garage," *Columbian* (Vancouver, WA), June 24, 1914, 3; "Overland Headquarters," *Columbian* (Vancouver, WA), September 3, 1914.

⁶¹⁶ "Auto Service Station To Be Erected Here," *Columbian* (Vancouver, WA), May 5, 1916, 1.

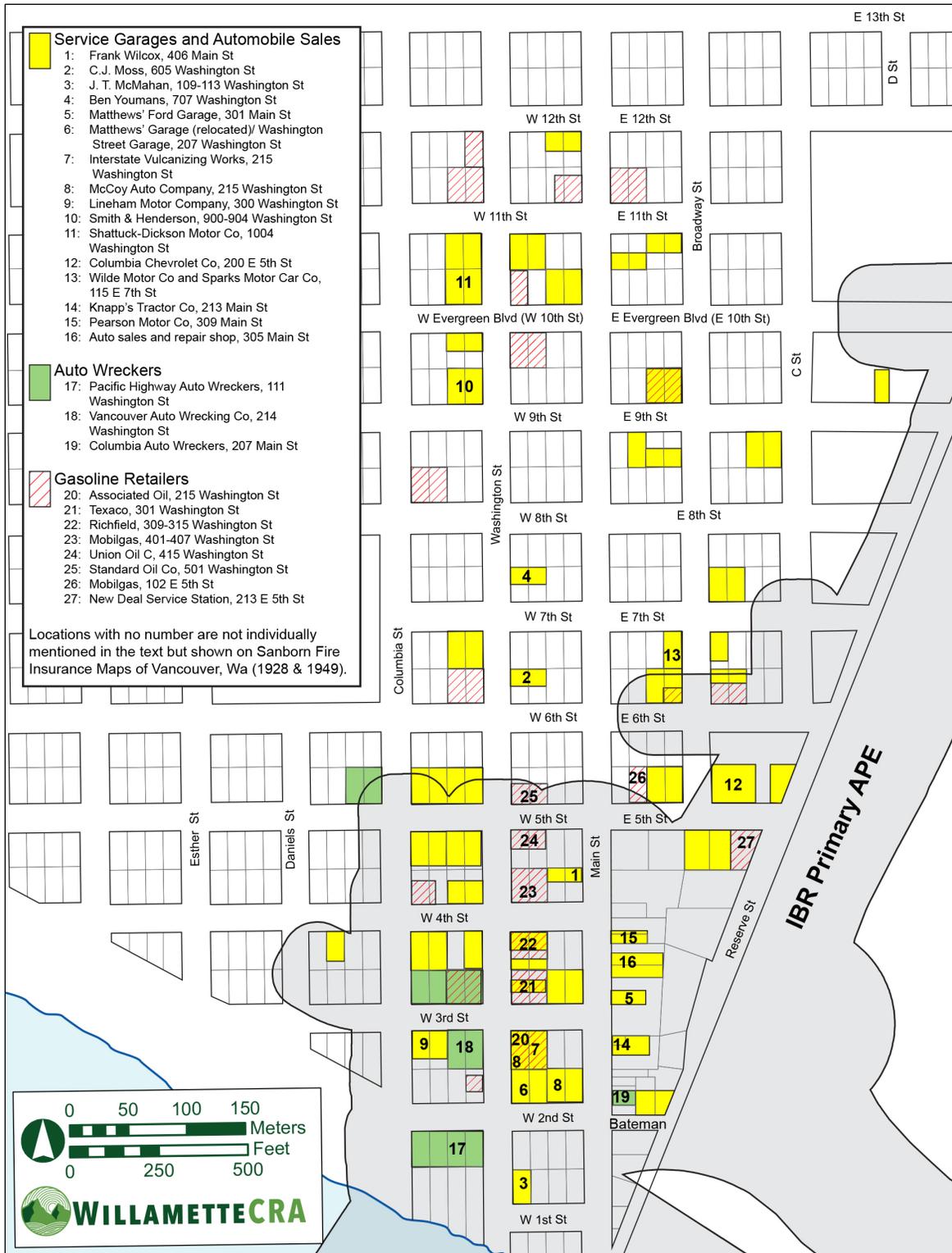


Figure 36. Reference map of automobile sales and service establishments in Vancouver, Washington (WillametteCRA).

Streets.⁶¹⁷ By 1934, there were fifty-two gasoline filling stations listed in the Vancouver directory—still only eight in the lower downtown area, but twenty-three lining Main Street, north of 6th.⁶¹⁸

5 A series of photographs taken in 1942 vividly illustrates the peak density of gasoline filling stations in the lower downtown area (Figure 37 and Figure 38). Along the east side of Washington Street between 2nd and 6th Streets, motorists could choose from the following gasoline retailers: Associated Oil at the McCoy Auto Company, 215 Washington Street; Texaco at 301 Washington Street; Richfield at 309-315 Washington Street; Mobil gas at 401-407 Washington Street; Union Oil Company at 415 Washington Street; and Standard Oil Company at 501 Washington Street.⁶¹⁹ On 5th Street east of Main Street, motorists could also purchase Mobil gas at 102 East 5th Street or fill up at the New Deal Service Station at 213 East 5th Street.⁶²⁰

15 Like the service stations, many of the gasoline filling stations in the lower downtown area were demolished in the early 1950s to make way for highway construction. The McCoy Auto Company at 215 Washington Street was demolished in 1951.⁶²¹ The New Deal Service Station at 213 East 5th Street was demolished the following year.⁶²² By 1959, only the gasoline filling stations at 401-407 Washington Street, 415 Washington Street, and 501 Washington Street remained in the lower downtown Vancouver area (Figure 36).⁶²³

Lodging

20 ***Vancouver Lodging: From Hotels to Motels***

Transient lodging was an early necessity in Vancouver due to the difficulty of overland travel and the limited number of steamboat connections between the city and other destinations in Oregon and Washington Territory.⁶²⁴ The earliest hotels in Vancouver were located near the

⁶¹⁷ R.L. Polk & Company, *Polk's Vancouver City, Washington, Directory* (Seattle: R.L. Polk & Co, 1928-29), 249.

⁶¹⁸ R. L. Polk & Company, *Polk's Vancouver (Washington) City Directory, 1934*, (Seattle: R. L. Polk & Company, 1934), 317-318.

⁶¹⁹ Alfred G. Simmer, *Intersection 5th and Main Streets, looking East along 5th Street. Vancouver, Wash. 8-27-42. 5:20 P.M.*, Washington State Department of Transportation, 1942; Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1949), 3, 9.

⁶²⁰ Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (1949), 4.

⁶²¹ "McCoy Auto Co., Born Out of Purchase of Car on Time Back In 1915, in \$300,000 New Home," *Columbian* (Vancouver, WA), April 25, 1951, 11; "Where McCoy Auto Co. Started," *Columbian* (Vancouver, WA), April 27, 1951, 13.

⁶²² "Six Buildings To Be Razed," *Columbian* (Vancouver, WA), March 26, 1952, 1.

⁶²³ Washington State Archives, "Vancouver, Washington," DOT Photographs, Box 238, Vancouver A_0001_238. Washington State Archives, 1959.

⁶²⁴ Ted Van Arsdol, "Vancouver has rich history of hotels," *Columbian* (Vancouver, WA), March 9, 1970, 15.



Figure 37. “Vancouver, Wash., Corner Third and Washington, North along Washington St., Picture taken from R.R. overcrossing at 2nd and Washington. Aug. 20, 1942.” (Photograph by Alfred G. Simmer, courtesy Washington Department of Transportation).

- 5 ferry landing at the foot of Main Street. In 1854, Esther Short opened Vancouver’s first hotel, the Pacific House, at the southwest corner of 2nd and Main Streets, one block northeast of the ferry landing.⁶²⁵ By June 1860, two more hotels had opened, including the Alta House at the northwest corner of B Street (present-day Washington Street) and 1st Street, and the Vancouver Hotel at the southeast corner of 1st and Main Streets, one block east of the ferry landing.⁶²⁶ At first, these early hotels primarily served travelers passing through the city, but eventually received more military patronage as the U.S. Army increased its garrison at Fort Vancouver.⁶²⁷
- 10

⁶²⁵ Van Arsdol, “Vancouver has rich history of hotels.”; Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1884) <https://www.loc.gov/rr/geogmap/sanborn/city.php?CITY=Vancouver&stateID=54, 1>.

⁶²⁶ Van Arsdol, “Vancouver has rich history of hotels.”; The Washington Publishing Company, *History of Clarke County, Washington Territory* (Portland, OR: The Washington Publishing Company, 1885), 325.

⁶²⁷ Van Arsdol, “Vancouver has rich history of hotels.”



Figure 38. "Intersection 5th and Main Streets, looking East along 5th St., Vancouver, Wash. 8-27-42. 4:55 P.M." Photograph by Alfred G. Simmer (Washington Department of Transportation).

5 In 1881, the Alta House was remodeled and reopened as the IXL Hotel, and the Exchange Hotel opened at the southwest corner of 4th and Main Streets.⁶²⁸ In 1888, Robert Wolf built a three-story brick masonry block at the northeast corner of 5th and Main Streets and opened Wolf's Hotel.⁶²⁹ The Exchange Hotel was destroyed by fire in 1889 (Figure 40).⁶³⁰

In 1889, brothers Lowell, Arthur, and Oliver Hidden began building the Hotel Columbia at the southwest corner of Third and Main Streets. Designed by architect and co-owner Oliver Hidden,

⁶²⁸ Van Arsdol, "Vancouver has rich history of hotels.," Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1884), 1.

⁶²⁹ Van Arsdol, "Vancouver has rich history of hotels.," Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1884), 2.

⁶³⁰ Van Arsdol, "Vancouver has rich history of hotels."

the four-story-tall, brick masonry hotel opened in April 1891.⁶³¹ The Hotel Columbia featured a wide range of modern conveniences, including steam heat, electric lighting, fire alarms, and the first passenger elevator in Clark County.⁶³² The Hotel Columbia quickly became the center of genteel social life in Vancouver and was a popular location for formal banquets.⁶³³ Other
5 Vancouver hotels during the early 1890s and early 1900s included the Esmond Hotel, formerly the Alta House/IXL Hotel; the Vancouver Hotel; the Michigan Exchange Hotel, formerly the Pacific House; and the Abingdon, formerly Wolf's Hotel (Figure 40).⁶³⁴

The four-story-tall, brick masonry Hotel St. Elmo opened in April 1907. Located at the southwest corner of 5th and Washington Streets, the seventy-seven-room St. Elmo boasted Vancouver's
10 first passenger elevator and a bar, grill room, and restaurant.⁶³⁵ That same year, there were seventeen other hotels and boarding houses listed in the Vancouver directory and of these, all but six were located east of Columbia Street, south of 6th Street, and west of West Reserve Street.⁶³⁶ The completion of the SP&S Railway through Vancouver in 1908 heralded a boom in hotel construction, and by 1909, there were twenty-one hotels and boarding houses in
15 Vancouver, with only four of these located north of 6th Street (Figure 40).⁶³⁷

Though established in 1910, construction of the Pacific Highway officially began in 1913.⁶³⁸ Early motorists traveling through Vancouver crossed the Columbia River on steam-powered ferries until the completion of the Interstate Bridge across the Columbia River in February 1917. Even though most of the downtown Vancouver hotels had been constructed to cater to an
20 earlier generation of water-bourne passengers, these establishments were well situated to take advantage of the increasing amount of automobile traffic. By 1918, there were nine establishments in Vancouver operating exclusively as hotels and an additional twenty-nine apartment buildings, boarding houses, and rooming houses offering alternative lodgings.⁶³⁹ That

⁶³¹ Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1892). <https://www.loc.gov/rr/geogmap/sanborn/city.php?CITY=Vancouver&stateID=54>, 2; Ted Van Arsdol, "Splendor seen in social whirl of 'gay 1890s," *Columbian* (Vancouver, WA), March 10, 1970, 3.

⁶³² Van Arsdol, "Splendor seen in social whirl of 'gay 1890s."

⁶³³ Van Arsdol, "Splendor seen in social whirl of 'gay 1890s."

⁶³⁴ Van Arsdol, "Splendor seen in social whirl of 'gay 1890s."; Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1892), 2–3.

⁶³⁵ Van Arsdol, "Splendor seen in social whirl of 'gay 1890s."; Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1907)

<https://www.loc.gov/rr/geogmap/sanborn/city.php?CITY=Vancouver&stateID=54>, 4.

⁶³⁶ R. L. Polk & Company, *Polk's Vancouver Directory, 1907*, 197; Van Arsdol, "Splendor seen in social whirl of 'gay 1890s."

⁶³⁷ R.L. Polk & Company, *Polk's Vancouver Directory*, 258-259, Van Arsdol, "Splendor seen in social whirl of 'gay 1890s."

⁶³⁸ "Plan Trunk Line Canada to Mexico." *Columbian* (Vancouver, WA), September 24, 1910, 4; Washington Department of Highways, "Forty Years."

⁶³⁹ Ted Van Arsdol, "Hotel area reaches peak as Evergreen completed," *Columbian* (Vancouver, WA), March 11, 1970, 19; R.L. Polk & Company, *R. L. Polk & Co.'s Vancouver and Clarke [sic] County Directory*, (Seattle: R. L. Polk & Company, 1918), 323-324.

same year, the 230-room Liberty Hotel opened at 18th and Simpson Streets and primarily housed workers of the nearby Standifer shipyard (Figure 40).⁶⁴⁰

5 During the early to mid-1920s, the venerable Hotel St. Elmo and St. Francis Hotel (formerly the Hotel Columbia) were the most prominent of the Vancouver hotels. However, by 1925, the thirty-four-year-old Hotel St. Elmo and the eighteen-year-old St. Francis Hotel stood as relics of earlier eras, and their stodgy, old-fashioned brick masonry architecture was at odds with the vision of a modern civic and community center promoted by “booster” groups such as the Vancouver Chamber of Commerce, Kiwanis Club, Prunarians, and Rotary Club.⁶⁴¹ Beginning in late 1925, the Vancouver Chamber of Commerce led the campaign to build a new downtown hotel. In 1926, they hired the Hockenberry System, a hotel construction and financing consultant, to determine the best location and size for the new hotel. After surveying the community, Hockenberry System representatives recommended that the city build a sixty-five-room hotel at a location convenient for both tourists and local residents, with construction paid for by public subscription.⁶⁴² An executive fundraising committee was formed in March 1927, and the following month, the Vancouver Community Hotel Company was incorporated.⁶⁴³ Portland architects Tourtellotte and Hummel designed the hotel in association with Vancouver architect Blaine Ackley, and it was built by the Johnson Construction Company of Portland.⁶⁴⁴

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20 In March 1928, the sixty-five-room Evergreen Hotel (WA 21) opened at the northwest corner of 5th and Main Streets. Constructed for \$230,000, the Evergreen instantly eclipsed the older hotels nearby after it opened.⁶⁴⁵ Its location near the intersection of the Pacific and Evergreen Highways and across the intersection from the Vancouver bus terminal was well-positioned to capture the tourist trade (Figure 32 and Figure 40).⁶⁴⁶

25 The onset of the Great Depression during the early 1930s devastated the Vancouver economy and reduced the demand for high-end lodging. By 1934, only eleven hotels appear in the directory, including the flagship Evergreen Hotel.⁶⁴⁷ Downtown Vancouver south of 6th Street was hit by hard times as the Great Depression wore on. The federal government set up a hotel

⁶⁴⁰ Ted Van Arsdol, “Hotel area reaches peak.”

⁶⁴¹ “_,” *Columbian* (Vancouver, WA), December 2, 1925, 1-2; “_,” *Columbian* (Vancouver, WA), April 23, 1927, 1.

⁶⁴² “_,” *Columbian* (Vancouver, WA), December 2, 1925, 1-2; “_,” *Columbian* (Vancouver, WA), December 7, 1926, 4.

⁶⁴³ “_,” *Columbian* (Vancouver, WA), February 25, 1927, 1; “_,” *Columbian* (Vancouver, WA), March 12, 1927, 1.

⁶⁴⁴ “_,” *Columbian* (Vancouver, WA), March 15, 1928, 14-15.

⁶⁴⁵ Ted Van Arsdol, “Hotel area reaches peak.”

⁶⁴⁶ Sanborn Map Company, *Sanborn Fire Insurance Map from Vancouver*, (Clark County, Washington, 1949). <https://digitalsanbornmaps-proquest-com.ezproxy.spl.org>, 4.

⁶⁴⁷ R.L. Polk & Company, *Polk’s Vancouver (Washington) City Directory, 1934*, (Seattle: R. L. Polk & Company, 1934), 320–321.

on lower Main Street in the spring of 1934 to accommodate transient workers. In 1935, the Bell Hotel, formerly the Alta House, was demolished (Figure 40).⁶⁴⁸



Figure 39. “Vancouver, Wash., Corner Fifth and Main St., looking West along Fifth. Aug. 21, 1942.” The five-story Evergreen Hotel (WA 21), completed in 1928, is pictured at the northwest corner of Fifth and Main Streets. (Photograph by Alfred G. Simmer, courtesy Washington Department of Transportation).

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The influx of defense workers and servicemen during World War II filled all available lodging for the duration of the conflict, but the historic lower downtown continued to decline after the war's end. In the early 1950s, the Main Apartments at 212½ Main Street (formerly the Hotel Columbia/St. Francis Hotel) and the Empress at 305½ Main Street fell to the wrecking ball to make way for the construction of the Vancouver Freeway.⁶⁴⁹ The Clark Hotel at 507½

⁶⁴⁸ Ted Van Arsdol, “Hotel area reaches peak.”

⁶⁴⁹ “Sale Due in Freeway Plan,” *Columbian* (Vancouver, WA), June 8, 1950, 19; “Old Buildings To Vanish Soon,” *Columbian* (Vancouver, WA), January 18, 1952, 1.

Washington Street stood until 1957 when it was demolished for a parking structure.⁶⁵⁰ The Home Hotel (formerly the Elwell Hotel) at 401½ Main Street and the Imperial Hotel at 411½ Main Street remained standing until the late 1950s until they too were demolished for a redevelopment project.⁶⁵¹ Even amidst the loss of the other establishments, in 1959 the venerable St. Elmo Hotel still offered modest accommodations starting at eight dollars per week.⁶⁵² In 1959, the fire marshal closed the top two floors of the four-story building due to building code violations, and the St. Elmo Hotel was demolished in March 1968 (Figure 40).⁶⁵³

By the mid-1950s, local civic organizations and *The Columbian* newspaper called for the rehabilitation of lower downtown Vancouver south of 8th Street, and as the older hotels declined, new types of lodging establishments appeared in the area.⁶⁵⁴ The earliest tourist courts (also referred to as motor courts and cabin courts) within Vancouver city limits were located at the north end of Main Street between 37th Street and Burnt Bridge Creek. Another group of tourist courts was located just north of the city limits along Hazel Dell Avenue. Following World War II, some of these tourist courts, such as the Sleep Off Hi-Way at 4010 Main Street, began to refer to themselves as motels.⁶⁵⁵ By May 1956, eleven motels in Clark County were members of the Washington Motel Hotel Association advocacy group. Of these motels, the Sleep Off Hi-Way was the closest motel to downtown Vancouver, and another seven were located along U.S. 99 between present-day NE 61st and NE 117th Streets.⁶⁵⁶ The first motel in downtown Vancouver was the City Center Motel, completed in two phases between 1956 and 1957.⁶⁵⁷ North of downtown, the Fort Motel at 13th and E Streets opened in August 1957.⁶⁵⁸ While the new motels were opening, the Evergreen Hotel was put up for sale, and the owner noted that travelers were generally staying at motels and not hotels.⁶⁵⁹

In 1960, the Riviera Motel opened at the southeast corner of 5th Street and Main Street on the site where the old Home (formerly the Elwell) and Imperial Hotels previously stood.⁶⁶⁰ The City Center Motel was absorbed into the national Travel Lodge motel chain in January 1962.⁶⁶¹ In

⁶⁵⁰ “2-Level Parking Lot Due,” *Columbian* (Vancouver, WA), October 9, 1957, 11.

⁶⁵¹ “Barber School Shifts Location,” *Columbian* (Vancouver, WA), November 4, 1959, 26; “Firm Registers,” *Columbian* (Vancouver, WA), December 2, 1959, 18.

⁶⁵² “Rooms & Hotel Rooms,” *Columbian* (Vancouver, WA), September 30, 1959, 22.

⁶⁵³ “Old St. Elmo Hotel to Fall,” *Columbian* (Vancouver, WA), June 8, 1967, 23; “Old Hotel Now Rubble,” *Columbian* (Vancouver, WA), March 21, 1968, 11.

⁶⁵⁴ “Major Operation Needed For Lower Business Area,” *Columbian* (Vancouver, WA), July 26, 1955, 10; “Building Permit Issued For City Center Hotel,” *Columbian* (Vancouver, WA), August 29, 1956, 15.

⁶⁵⁵ “_,” *Columbian* (Vancouver, WA), November 5, 1948, 14; “_,” *Columbian* (Vancouver, WA), June 6, 1949, 10.

⁶⁵⁶ “_,” *Columbian* (Vancouver, WA), May 7, 1956, 6.

⁶⁵⁷ “Building Permit Issued For City Center Hotel,” *Columbian* (Vancouver, WA), August 29, 1956, 15; “Addition On City Center Motel Begun,” *Columbian* (Vancouver, WA), October 31, 1957, 13.

⁶⁵⁸ “New Motel Schedules Open House,” *Columbian* (Vancouver, WA), August 1, 1957, 28.

⁶⁵⁹ “Evergreen Hotel Up For Sale,” *Columbian* (Vancouver, WA), April 15, 1957, 7.

⁶⁶⁰ “New Motel Open House is Saturday,” *Columbian* (Vancouver, WA), August 12, 1960, 13.

⁶⁶¹ “City Center Motel Taken Into Chain,” *Columbian* (Vancouver, WA), January 2, 1962, 15.

general, the City Center Motel and Riviera Motel followed national motel trends, such as being located along an interstate highway, but their downtown location was somewhat unusual, since, by the late 1950s, motels were generally located outside of downtowns or in close proximity to airports (Figure 40).⁶⁶²

- 5 In the 1960s and 1970s, the City Center Motel and Riviera Motel were joined by other motels located north and south of downtown Vancouver. In May 1966, permits were issued for the Inn at the Quay along the Columbia River waterfront to the west of the Interstate Bridge.⁶⁶³ The Quay restaurant opened in 1960 at the Port of Vancouver's remodeled Terminal 1 warehouse and wharf. The Quay Annex, a convention and meeting space, was added to the Quay by 1962.
- 10 The Inn at the Quay was designed in the Northwest architectural style and featured approximately 100 rooms. The 1966 building was an addition to the earlier buildings. The Inn at the Quay was expanded to 163 rooms in 1971, and eventually became part of the regional Thunderbird/Red Lion hotel chain.⁶⁶⁴ The 1971 addition was designed by the Vancouver architecture firm Nelson, Walla and Dolle.⁶⁶⁵ In 1976, these lodging establishments were
- 15 augmented by the Shilo Inn at East 12th and D Streets, just south of the Fort Motel (Figure 40).⁶⁶⁶

- The threadbare Evergreen Hotel changed hands again in 1977, and the new owners stopped renting hotel rooms and opened a restaurant and card room on the lower two floors in 1978. The Evergreen Hotel was listed in the NRHP in 1979.⁶⁶⁷ In 1979, the Monterey Hotel, formerly
- 20 Wolf's Hotel of 1888, still offered rooms without baths for seven dollars per night.⁶⁶⁸ The Monterey Hotel was demolished in 2002 (Figure 40).⁶⁶⁹

⁶⁶² “_,” *Columbian* (Vancouver, WA), November 27, 1958, 30; “_,” *Columbian* (Vancouver, WA), September 17, 1959, 17.

⁶⁶³ “Building Projects To Start,” *Columbian* (Vancouver, WA), May 20, 1966, 17.

⁶⁶⁴ Craig Brown, “Final Roar for Vancouver Red Lion Inn at the Quay,” *Columbian* (Portland, OR), December 27, 2021, <https://www.columbian.com/news/2021/dec/27/final-roar-for-vancouver-red-lion-inn/>.

⁶⁶⁵ Elizabeth O'Brien and Judith Chapman, “680370 The Inn at the Quay,” WISAARD (website), Washington Department of Archaeology and Historic Preservation, updated October 14, 2015, <https://wisaard.dahp.wa.gov>.

⁶⁶⁶ “Shilo Inn to open Saturday,” *Columbian* (Vancouver, WA), July 8, 1976, 19.

⁶⁶⁷ “Vancouver's hotels went the way of the 5-cent cigar,” *Columbian* (Vancouver, WA), October 28, 1979, 27.

⁶⁶⁸ “Vancouver's hotels went the way of the 5-cent cigar” *Columbian* (Vancouver, WA), October 28, 1979, 27.

⁶⁶⁹ “City to buy, raze Monterey Hotel,” *Columbian* (Vancouver, WA), February 26, 2002, 15.

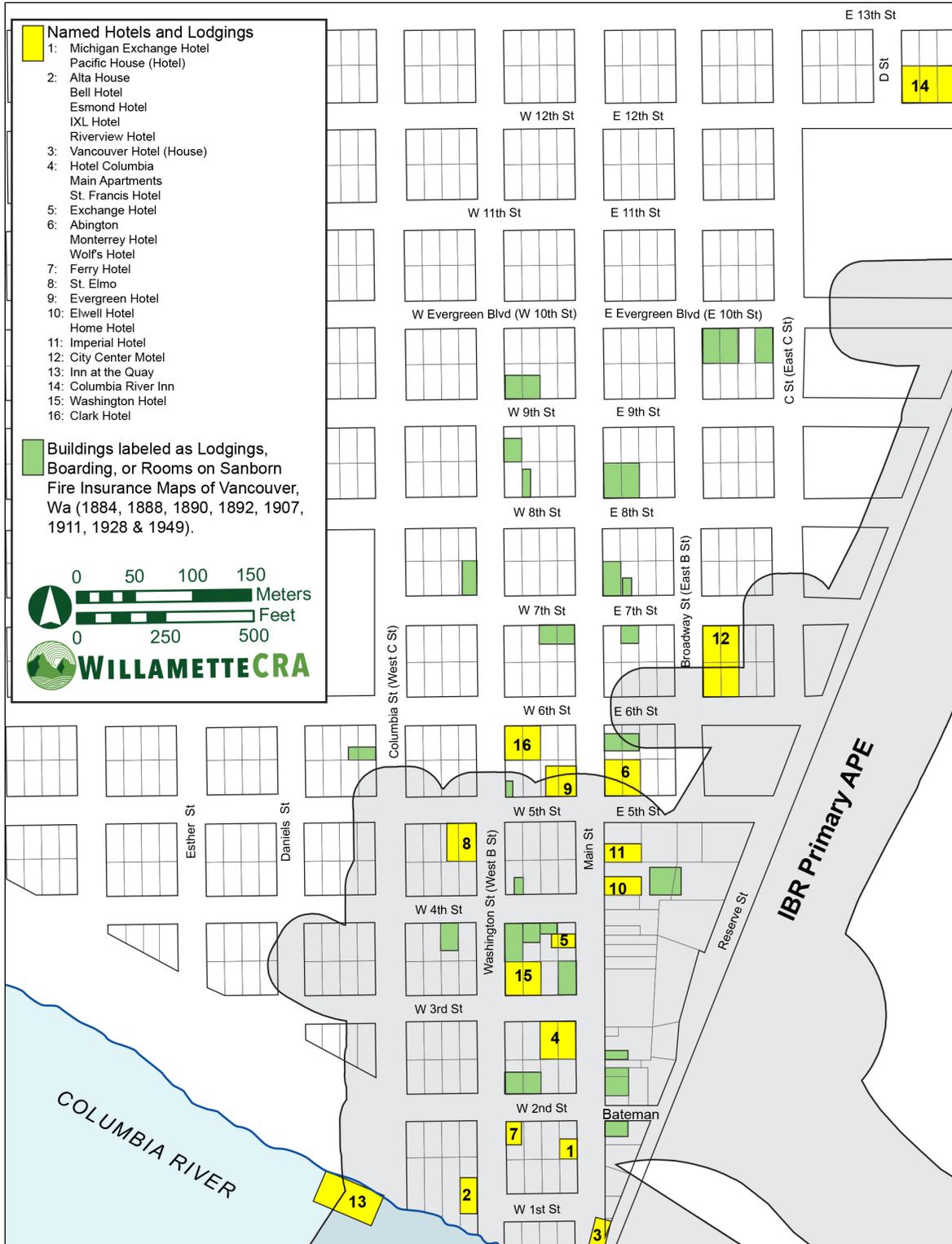


Figure 40. Reference map of lodging establishments in Vancouver, Washington (WillametteCRA).

Vancouver Lodging: Auto Camps and Tourist Courts

Despite the large number of lodging options in Vancouver, none of the boarding houses, hotels, or rooming houses in Vancouver were advertised in the 1919 Automobile Blue Book. The written description of Vancouver merely mentions free campgrounds for tourists but does not specify their names or locations. In marked contrast, eight major downtown Portland hotels, including the Benson, Multnomah, and Portland, were advertised in the same publication.⁶⁷⁰

One of the free campgrounds mentioned in the 1919 Automobile Blue Book may have been a campground on the Pacific Highway near Burnt Bridge Creek on the old Marble DLC. In the early summer of 1921, Clark County established the Vancouver Auto Camp Ground [sic] on a 26-acre site at the northeast corner of East 40th and Main Streets.⁶⁷¹ The auto camp was rededicated as the Prunarian Auto Camp in late July 1921 in honor of a local commercial booster group.⁶⁷² The county continued to operate the auto camp until 1930, when it was leased to A.M. Lara and C.J. Clefton, who dubbed the auto camp “Laraclef Auto Village.”⁶⁷³ Clark County sold Laraclef to Freeman Johnson in October 1945.⁶⁷⁴

During the 1930s, there were at least four other auto camps or tourist courts along the Pacific Highway within the Vancouver city limits. Rambler’s Rest Cabins were at 3717 Main Street, the Sleep Off the Hiway [sic] was at 4010 Main Street, the Columbia Auto Park was located next door to the Laraclef Auto Village, and the Columbia Motor Inn was at the intersection of Main Street and East 49th Street.⁶⁷⁵

Vancouver Architects

The following is a partial list of architects who contributed to development in Vancouver. A range of styles was employed by these practitioners, with several engaging the Northwest Regional Style.

Coburn E. Ackley (ca. 1922–1971)

Advertisements in local newspapers indicate that Ackley opened an office in 1950 in Vancouver’s Schofield Building.⁶⁷⁶ In 1965 Ackley moved his firm to a two-story house at the

⁶⁷⁰ The Automobile Blue Book Publishing Company, *Official Automobile Blue Book*, Vol. 9, 47-50, 55, 58-60, 82.

⁶⁷¹ “Commissioners Purchase Auto Camp Grounds,” *Columbian* (Vancouver, WA), June 22, 1921, 1.

⁶⁷² Bill Alley, “Prunarians (Vancouver, Washington, 1920s).” HistoryLink.org Online Encyclopedia of Washington State History. Posted March 24, 2005. <https://www.historylink.org/File/7206>; “Auto Camp To Be Dedicated On Wednesday,” *Columbian* (Vancouver, WA), July 26, 1921, 1.

⁶⁷³ “Sign Contract For Auto Park.” *Columbian* (Vancouver, WA) February 1, 1930, 1; R.L. Polk & Company, *Polk’s Vancouver (Washington) City Directory, 1934*, 339.

⁶⁷⁴ “County Sells For \$21,000,” *Columbian* (Vancouver, WA), October 1, 1945, 1.

⁶⁷⁵ R.L. Polk & Company, *Polk’s Vancouver (Washington) City Directory, 1934*, 339.

⁶⁷⁶ [Coburn Ackley Office Advertisement.] *Columbian* (Vancouver, WA), September 6, 1950, 2.

corner of 19th and C Streets, which he converted into an office.⁶⁷⁷ Ackley passed away in August 1971 at the age of forty-nine.⁶⁷⁸ He willed his firm to Mid Barbour, who had been working for him since 1962.⁶⁷⁹

Notable designs include:

- 5
 - Vancouver Office, Washington State Employment Security Department (1953)
 - Marshall Community Center (1965)
 - Camas City Hall (ca. 1966)
 - The Lamplighter Housing Development (ca. 1967)
 - Clark Health Center (1968)

10 **Henry Greybrook (1925–1976)**

In 1965 Greybrook partnered with Keith Bradbury to establish the firm Greybrook & Bradbury.⁶⁸⁰ The firm dissolved in 1970 and each opened independent offices.⁶⁸¹ Greybrook passed away in Vancouver in 1976 at the age of fifty.

Notable designs include:

- 15
 - Westmoreland Manor, Portland (1965)
 - Smith Tower (1966)
 - Ya Po Ah Retirement Apartments, Eugene (1966)
 - Reynolds Metals Office Complex, Longview (1967)

Donald J. Stewart (1895–1996)

- 20 Donald J. Stewart studied architecture at Washington State College. After graduating in 1922, he began his career in Portland where he worked for A. E. Doyle for two years.⁶⁸² He then went to Europe for fifteen months, where he worked on the construction of the American School of Classical Studies in Athens, Greece.⁶⁸³

⁶⁷⁷ "Architect Ackley Dies at 49," *Columbian* (Vancouver, WA), August 26, 1971, 2.

⁶⁷⁸ "Architect Ackley Dies at 49," *Columbian*

⁶⁷⁹ Thomas Ryll, "Architect Has New Designs," *The Columbian*. February 10, 1984.

⁶⁸⁰ Michael C. Houser, "Henry G. Greybrook," Docomomo, Accessed July 26, 2022, <https://www.docomomo-wewa.org/architect/greybrook-henry-g/>

⁶⁸¹ Houser, "Henry G. Greybrook."

⁶⁸² Michael C. Houser, "Donald J. Stewart," Docomomo, Accessed July 27, 2022, <https://www.docomomo-wewa.org/architect/stewart-donald-j/>

⁶⁸³ "Stewart Named Fee Architect," *Columbian* (Vancouver, WA), March 27, 1935, 7.

In the early 1930s, Stewart was asked by the Vancouver School Board to oversee a project at the Vancouver High School.⁶⁸⁴ Stewart opened an office in Vancouver in 1934.⁶⁸⁵ In this phase of Stewart's career, he favored Stripped Classical, Art Deco, Streamline Moderne, and International styles, often working with materials such as concrete, brick, and aluminum.⁶⁸⁶

- 5 In 1952, he partnered with Ken Richardson to establish the firm Stewart and Richardson, which maintained offices in both Portland and Vancouver.⁶⁸⁷

In April 1958, Stewart and Richardson were selected to design the layout of the Oregon Centennial Exposition, which was planned to take place in 1959.⁶⁸⁸ The Oregon Centennial Commission noted that the selection had been influenced by the firm's distinctively regional, modernist style, especially their use of northwestern wood.⁶⁸⁹ Indeed, the Stewart and Richardson partnership had come to be known for its use of the Northwest Regional Style. Richardson had previously worked for modernist Portland architect Pietro Bellushchi (1899–1994), whose influence is evident in the work produced by Stewart and Richardson.⁶⁹⁰

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In September 1962, the firm reorganized when Frank C. Allen and George A. McMath were made partners.⁶⁹¹ Richardson left shortly afterward, and the firm remained Stewart, Allen, McMath Architects until Stewart retired in 1967.⁶⁹² Stewart passed away in November 1996 at the age of 101.⁶⁹³

15

Nelson, Walla, and Dolle

The Vancouver-based architecture firm of Nelson, Walla, and Dolle (NWD) operated from 1962 to 1983. Named for its principal architects Don Nelson (1927–2006), James Dolle (1931–unknown), and Harlow “Ed” Walla (1927–1983), the firms came to be known for its versatility, taking on a wide variety of projects throughout the west coast. During its approximately two decades in operation, NWD designed municipal buildings, hospitals, and schools, as well as

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⁶⁸⁴ Mary Ricks and Tom Vogt, ‘Architect Stewart Dies at 101,’ *Columbian* (Vancouver, WA), November 15, 1996, 1.

⁶⁸⁵ Houser, “Donald J. Stewart.”

⁶⁸⁶ Elizabeth O’Brien, Jonathan Held, Samantha Gordon, Alison Geary, and Andrea Blaser. “[Draft] The Architecture of Donald J. Stewart in Washington and Oregon, 1933-1967,” National Register of Historic Places Multiple Property Nomination Form. Washington DC: Department of the Interior, National Park Service, 2021, F11; O’Brien et al, “The Architecture of Donald J. Stewart,” E7.

⁶⁸⁷ “Names Make News,” *Oregon Journal* (Portland, OR), August 17, 1952, B7.

⁶⁸⁸ “Centennial Fete Architects Have Long List of Buildings,” *Oregon Journal* (Portland, OR), April 10, 1958, 6.

⁶⁸⁹ Chrissy Curran, “The Architectural Legacy of the 1959 Centennial Exposition,” *Oregon Historical Quarterly* 110 (2009):269.

⁶⁹⁰ O’Brien et al, “The Architecture of Donald J. Stewart,” E8.

⁶⁹¹ “[Announcement of new partners],” *Oregonian* (Portland, OR), September 16, 1962, 39.

⁶⁹² O’Brien et al, “The Architecture of Donald J. Stewart,” E9.

⁶⁹³ “Donald J. Stewart Obituary,” *Columbian* (Vancouver, WA), November 17, 1996, B3.

shopping centers, residences, restaurants, and hotels.⁶⁹⁴ Much of NWD's work is categorized by New Formalism, a style popular in the 1950s through the mid-1970s which embraced classical precedents.

5 Walla and Dolle first met in a design lab class at Washington State College (now Washington State University).⁶⁹⁵ Prior to the formation of NWD, Walla spent eleven years working at the architectural firm of Day Walter Hilborn.⁶⁹⁶ In 1956, Walla designed Vancouver's Immanuel Lutheran Church.⁶⁹⁷ James Dolle worked for two years as an engineering officer with the U.S. Air Force, where he was responsible for the design, preparation, and supervision of air base projects.⁶⁹⁸ Following his time in the Air Force, Dolle worked for Hilborn from 1956 to 1962, after
10 being encouraged by Walla to apply.⁶⁹⁹ During his time with Hilborn, Dolle served as a supervisor on the Portland Mayflower Milk Building.⁷⁰⁰ For a period, Walla and Dolle worked evenings designing homes for the builder David H. Christensen, at one point working out of the basement of Dolle's home in Hazel Dell.⁷⁰¹

15 Don Nelson was born in Portland in 1926. He attended Washington State College, where he met Walla and Dolle.⁷⁰² He worked as the draftsman for L.E. McCoy in Vancouver before moving to the firm Jones, Lovegren, Heims, and Jones in Seattle for eight years. During his time in Seattle, Nelson participated in the design of numerous Trader Vic's restaurants and was a coordinator for the 1962 Seattle World's Fair.⁷⁰³

20 Nelson and Walla opened their firm in March 1962, with Dolle joining shortly after in May of that year.⁷⁰⁴ The name was officially changed to Nelson, Walla, and Dolle in April 1963.⁷⁰⁵ One of the firm's first jobs was the design of the U.S. Forest Service seed extractor in Wind River.⁷⁰⁶

In 1963, NWD hired Larry J. Swatosh (1937–2018), a 1961 graduate of the University of Washington School of Architecture, as a draftsman. He became an associate for NWD in

⁶⁹⁴ Jack Hopkins, "Progress Report," *Columbian* (Vancouver, WA), September 12, 1972, 20.

⁶⁹⁵ James F. Fowler, "Designing Trio on Their Way," *Columbian* (Vancouver, WA), March 30, 1965, 15.

⁶⁹⁶ "Fowler, "Designing Trio on Their Way."

⁶⁹⁷ "Chapel Unit Slated." *Columbian* (Vancouver, WA), June 1, 1956, 6.

⁶⁹⁸ "Fowler, "Designing Trio on Their Way."

⁶⁹⁹ "Fowler, "Designing Trio on Their Way"; John F. Gane, ed., *American Architects Directory*, 3rd ed. (New York: R.R. Bowker Company, 1970), 229.

⁷⁰⁰ Janet Cleavland, "Architect Hilborn Blended Function and Artistry," *Columbian* (Vancouver, WA), May 23, 1986, G1.

⁷⁰¹ Mike McCracken, "A Bare-Knuckles Guy," *Columbian* (Vancouver, WA), January 23, 1983, 29.

⁷⁰² Hopkins, "Progress Report," September 12, 1972.

⁷⁰³ "Fowler, "Designing Trio on Their Way."

⁷⁰⁴ "Architectural Firm Adding Associate," *Columbian* (Vancouver, WA), May 17, 1962, 27.

⁷⁰⁵ "Architects' Firm Name Is Changed," *Columbian* (Vancouver, WA), April 3, 1963, 20.

⁷⁰⁶ "Fowler, "Designing Trio on Their Way."

May 1967 and would eventually become a principal designer for the firm, specializing in working with clients during the programming phase of projects.⁷⁰⁷

5 In 1970, Dolle began working with the Vancouver Memorial Hospital and eventually garnered a reputation as a specialist in hospital design. Dolle was committed to fully understanding the day-to-day functions of medical facilities and took time to observe surgeries and speak with doctors and nurses.⁷⁰⁸

10 In August 1972, the firm announced the formation of NWD Interiors, a subsidiary company managed by Harry Scott Lovett. NWD Interiors, which planned to provide planning and design services for institutional and commercial buildings, operated as a separate entity from NWD.⁷⁰⁹ In September of that year, it was announced that the firm had added two board members and changed its name to Nelson/Walla/Dolle & Company.⁷¹⁰ It operated under this name until its dissolution.

15 The firm's first offices were at 202 West Eighth Street in Vancouver, a 1906 building thought to be the oldest concrete block structure in the city. Nelson and Walla completed a remodel, adding a cedar-lined entry and glass front.⁷¹¹ NWD remained at that location until 1973 when they designed and moved to a new building at 500 West Eighth Street in Vancouver. The firm and its subsidiary interior firm occupied all of the first floor and a portion of the ground level.⁷¹²

20 The new office with stained cedar siding and a mansard roof was composed of copper-coated stainless steel. The mirror-glass windows were specifically chosen for their efficiency, and Nelson noted to *The Columbian* that they would lead to a reduction in "mechanical requirements for air conditioning."⁷¹³ In 1979 the office was expanded with an addition to the west, designed in the same style as the original.⁷¹⁴

25 By 1982, NWD employed approximately eighteen to thirty architects and draftsmen.⁷¹⁵ Walla passed away in April 1983 at the age of fifty-five.⁷¹⁶ In November of that year, Nelson and Dolle announced that the partnership was ending. Nelson went on to form Don Nelson & Associates.

⁷⁰⁷ "People in Business," *Columbian* (Vancouver, WA), May 18, 1967, 26; "Pitfalls a-Plenty," *Columbian* (Vancouver, WA), January 29, 1982, A25.

⁷⁰⁸ Bob Sisson, "Healthy Interest in Hospitals," *Columbian* (Vancouver, WA), February 24, 1991, 2.

⁷⁰⁹ Jack Hopkins, "Progress Report," *Columbian* (Vancouver, WA), August 3, 1972, 31.

⁷¹⁰ Hopkins, "Progress Report," September 12, 1972.

⁷¹¹ "Pioneer Concrete Block Structure for Vancouver Repaired and Remodeled for Modern Office." *Columbian* (Vancouver, WA), March 15, 1962, 24.

⁷¹² Jack Hopkins, "Progress Report: Nelson-Walla-Dolle Office," *Columbian* (Vancouver, WA), July 29, 1973, 16.

⁷¹³ Hopkins, "Progress Report," July 29, 1973.

⁷¹⁴ "Architects Plan Second Building," *Columbian* (Vancouver, WA), September 21, 1979, 27.

⁷¹⁵ "Pitfalls a-Plenty," *Columbian* (Vancouver, WA), January 29, 1982, A25.

⁷¹⁶ "Harlow 'Ed' Walla dies of leukemia," *Oregonian* (Portland, OR), March 1, 1983, 3MN.

He retired in 2003 and passed away in 2006.⁷¹⁷ Dolle formed an architectural planning firm with Swatosh, who was at that point the director of design at NWD.⁷¹⁸ The Dolle/Swatosh firm remained in the NWD-designed building at 500 West Eighth Street.⁷¹⁹ NWD's original offices are extant as of October 2022.

5 Notable designs include:

- Vancouver Civic Center (1966)

10 In 1966, NWD designed the new Vancouver Civic Center, which was comprised of two matching structures which housed city hall and a police station. The city hall was a new building; the police station was fitted into the redesigned carpenter's hall. The buildings' exteriors featured distinctive vertical precast concrete paneling. The architects noted that they prioritized long-lasting materials and hoped to avoid "built-in obsolescence."⁷²⁰ City Hall is still standing, albeit altered; and the police station was demolished between 2007 and 2012.

- Red Lion/Thunderbird projects (ca. 1970s)

15 NWD worked extensively with the Red Lion Hotel Chain, which was at points referred to as the Thunderbird Corporation, Thunderbird-Red Lion Inns, and Thunderlion. Work began in 1969 on the NWD-designed Sea-Tac Motor Hotel, a development of the Thunderbird Corporation. It was at the time expected to be the largest hotel in the Pacific Northwest, comprised of 9 buildings with 60 to 100 rooms each. A *Seattle Times* article on the development noted that it utilized a "Northwest contemporary architectural style," with a Mediterranean motif in the interior, and "massive Northwest Indian-patterned relief panels in each gable."⁷²¹ The lumber and plywood used in the construction of the hotel were almost entirely sourced from Oregon.⁷²²

25 By February 1970, work was underway on the NWD-designed Jantzen Beach Thunderbird, a hotel essentially identical to the Sea-Tac Motor Hotel and slightly smaller in scale.⁷²³

30 In 1974, plans were announced for a new hotel to be built in Spokane, Washington, in the style of the Jantzen Beach Thunderbird and the Sea-Tac Motor Inn. Robert J. Sinder, vice president of operations for Thunderlion stated that "The design will be along

⁷¹⁷ "Don E. Nelson Obituary," *Columbian* (Vancouver, WA), March 12, 2006, C4.

⁷¹⁸ "Architectural partnership breaks up." *Oregonian* (Portland, OR), November 21, 1983, C5.

⁷¹⁹ "Nelson/Walla/Dolle to Split Architecture Firm," *Columbian* (Vancouver, WA), November 18, 1983, 11.

⁷²⁰ David Jewett, "Civic Center's Clean Lines All Impressive," *Columbian* (Vancouver, WA), June 24, 1966, 8.

⁷²¹ Polly Lane, "800-Unit Motor Hotel Under Construction," *Seattle Times*, January 5, 1969, C1.

⁷²² Doug Baker, "Baker's Dozen," *Oregon Journal* (Portland, OR), February 24, 1970, 3.

⁷²³ Hopkins, "Progress Report," September 12, 1972.; Baker, "Baker's Dozen."

the lines of the Northwest Indian and Polynesian theme, with heavy wooden beams and pilings.”⁷²⁴ The hotel is extant as of 2022.

5 NWD designed the Thunderbird/Red Lion Motor Inn located east of the existing Thunderbird Motor Inn on Hayden Island. At the time, the complex was the largest convention center north of San Francisco.⁷²⁵

10 Following the dissolution of NWD in 1983, the Dolle/Swatosh firm continued a relationship with the Red Lion Inn, designing many sites for the hotel chain, including international sites.⁷²⁶ A 1991 profile on Dolle noted that he had at that point been involved with 33 Red Lion projects.⁷²⁷

- United States National Bank of Oregon, Jantzen Beach Branch (1972)

15 In 1972, NWD designed the Jantzen Beach Branch of the United States National Bank of Oregon, which was designed in a style similar to the Thunderbird.⁷²⁸ The bank was located just southwest of the hotel. The building was demolished between the summer of 2014 and the summer of 2015.

Other known designs include:

- Vancouver, Washington
 - Fletcher-Daniels Title Company 100 East 13th Street (1965)
 - 20 ○ Pacific First Federal Building (ca.1974)
 - Fort Vancouver High School (date remains unknown)
 - Gaiser Junior High School (pre-1974. Precise date remains unknown)
 - Vancouver Mall (1977)
 - Rudy Luepke Center (1979)
- 25 • Washington state (excluding Vancouver)
 - Pioneer National Title Insurance Company., Longview (1966)
 - Cowlitz County Department of Natural Resources, Castle Rock (1969)
- Oregon
 - Seafare Restaurant, Astoria (pre-1962. Precise date remains unknown)

⁷²⁴ Frank Bartel, “River Bank Site of New Motel,” *Spokane Chronicle*, May 29, 1974, 1.

⁷²⁵ “Jantzen Beach Complex Due,” *Oregonian* (Portland, OR), April 28, 1977, D3.

⁷²⁶ Julie Anderson, “Local Architects Scramble,” *Columbian* (Vancouver, WA), May 10, 1985, C1.

⁷²⁷ Sisson, “A Healthy Interest in Hospitals.”

⁷²⁸ “Center to Have Bank,” *Columbian* (Vancouver, WA), September 27, 1972, 14.

Day W. Hilborn (1897–1971)

5 No architect has made a larger mark on the built environment of Vancouver, Washington, than Day Walter Hilborn. Over the five decades that he practiced, Hilborn designed buildings in a variety of styles, from Art Deco buildings at the beginning of his career to Mid-Century Modernist designs towards the end of it.

10 Despite a war-time interruption, Hilborn earned a degree in architectural engineering from Washington State College.⁷²⁹ He worked for a period in Centralia and by 1930, was in Vancouver working as a construction superintendent for architect Richard V. Gough.⁷³⁰ From approximately 1936 to 1940 Hilborn and his family lived at 901 East 34th Street (WA1274, not a known Hilborn design).

In 1938, Hilborn moved his practice to a new office, located at 303 East Evergreen Boulevard. The one-story brick building, designed by Hilborn himself, was described by *The Columbian* at the time as having “a residential type of exterior.”⁷³¹ The office was demolished between 2007 and 2009.

15 With the onset of World War II and defense workers arriving to the city in droves, Vancouver faced a housing crisis. Hilborn designed several homes within the six developments hastily constructed by the Vancouver Housing Authority.⁷³² The need for housing persisted even after the war—for returning veterans as well as for the workers who stayed—and Hillborn, one of only three architects in Clark County at the time, was hired to design many of these residences.⁷³³

20 In 1954, Hilborn designed a new building for Vancouver’s newspaper, *The Columbian*, located at West 8th and Grant Streets. The structure was noted for its modern design and use of reinforced concrete.⁷³⁴

25 The Vancouver Federal Savings and Loan Building, located at 1205 Broadway Street, was completed in 1961. A piece on its opening in *The Columbian* noted “[w]ith its distinctive aluminum pylon tower and glass siding, the new savings and loan association headquarters combines modern architecture with convenience for customers.”⁷³⁵ In 2011, the Washington DAHP determined the building eligible for the NRHP (DAHP Property ID 89733).

⁷²⁹ Michael C. Houser, “Day W. Hilborn,” Department of Archeology and Historic Preservation, Posted October, 2011, <https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-day-w-hilborn>.

⁷³⁰ Houser, “Day W. Hillborn.”

⁷³¹ “Office Moved By Hillborn,” *Columbian* (Portland, OR), December 5, 1938, 8.

⁷³² Houser, “Day W. Hillborn.”

⁷³³ Houser, “Day W. Hillborn.”

⁷³⁴ “To Start \$375,000 Plant This Week,” *Columbian* (Vancouver, WA), November 2, 1954, 1.

⁷³⁵ “Ceremony Opens New Quarters,” *Columbian* (Vancouver, WA), August 9, 1961, 9.

Hilborn passed away on November 8, 1971, at the age of seventy-four.⁷³⁶ DAHP architectural historian Michael Houser compiled a list of Hilborn's work in 2006 and updated it in 2012.⁷³⁷

Other Notable Architects

5 The following additional architects are mentioned in the report *Clark County: Mid-Century Development (1950-1965)*, prepared by architect Peter Meijer for Clark County.⁷³⁸

- Luther McCoy
- Keith Bradbury
- William Cassady
- Theodore Bower
- 10 • Milton Stricker
- William La Londe

⁷³⁶ "Architect Day W. Hillborn Dies at 74," *Columbian* (Vancouver, WA), November 9, 1971, 2.

⁷³⁷ Houser, "Day W. Hillborn."

⁷³⁸ Peter Meijer, *Clark County: Mid-Century Development (1950-1965)*, (Draft). Prepared for Clark County, Washington.

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