

2522

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey

Topographic

Field No.

Office No.

2522

LOCALITY

State

Washington

General locality

Columbia

Locality

River

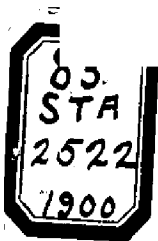
1900

CHIEF OF PARTY

Freemont Morse

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DATE



52748

Description Report
To accompany Topographic Sheet
entitled:

U.S. Coast and Geodetic Survey
Henry A. Pritchett, Superintendent,
Topography
Columbia River

Vicinity of Lady's Island
Including Re-survey of Shore Line
Woods Bar to Head of Government Island.

Surveyed Oct 24 - Nov. 23, 1900.

Scale $\frac{1}{10000}$

By Fremont Morse.
Assistant.

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sheet entitled:

U.S. Coast and Geodetic Survey
Henry A. Pritchett, Superintendent.
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Including Recovery of Shore Line
Woods Bar to Head of Government Island
Surveyed Oct. 24 - Nov. 23, 1900
Scale 1:1000

By Fremont Moore
Assistant

The topography over the greater part of this sheet had been executed in 1881 by Assistant Cleveland Rockwell, but as the present season's work included the hydrography of the river, and since it was known from the fact that some of the triangulation points established by Assistant Rockwell had been washed away, that the shore line on the Government Island side of the river had

undergone changes since the original survey, it was thought best to resurvey the shore line up to the limit of Assistant Rockwell's Topography at the head of Government Island. This was accordingly done. It revealed the fact that the greatest change has occurred on the North shore of Government Island at its upper end. Here the river has encroached on the point of the island to the extent of more than one hundred metres. The full force of the river current impinges directly on the shore and the result is a steady and comparatively rapid undermining and disappearance of the bank. This erosion is very marked for a distance of about three quarters of a mile down from the point of the Island. Below this it is less apparent, though in places it is appreciable. On the Washington shore the change has been slight.

Above the head of Government Island the new work begins. On the Oregon side of the river the banks

are low and the river bottom extends back beyond the limit of the topography. These bottom lands are subject to annual overflow during June and July from the rise of the river occasioned by melting snow in the interior near the headwaters of the river and its various tributaries. A thick growth of cottonwood fringes the bank and willows are interspersed among them. Numerous ponds and lakes abound formed for the most part by the partial filling up of old river channels. Near the upper limit of the sheet the Little Sandy enters the Columbia. This is merely one of the mouths of the Sandy River. In time of flood it carries quite a large body of water, but at the low stage of the river in the Fall it is dry.

Near the upper end of the sheet is Lady's Island, separated from the Oregon side by the main river channel, and from the Washington side by the La Crosse Slough. This latter is

practically a continuation of the Washougal River, for except in extreme floods all the water from the Washougal passes through this slough before entering the main river.

Lady's Island is about two miles long by a little more than half a mile wide at its widest part near the upper end. From here it tapers to a sharp point at its lower end. At its upper extremity, on the river side, the island is rocky and rises a little over twenty feet above the high water stage of the river, as it does also at a point about half way down on the same side of the island. At this latter place is a farm house with barns and outhouses. These were unoccupied at the time of the survey. The remaining portions of the island are mostly low and the open parts furnish pasturage for cattle. Most of the lower end is densely timbered. With a large pond exists about midway of the island on its north side. At the high water stage

of the river this is filled up from a channel which runs into it from the upper end of the island. Later this channel dries up, except for a distance above the lake, and is grass-grown and scarcely noticeable.

The topography of the Washington side of the river is quite different in character from that which has been described. The first foot-hills of the Cascade Range may be said to come down to the river at Prime Hill, which rises abruptly to a height of over 500 feet within half a mile of the river bank. Near Remington and Quarry triangulation stations there is a precipitous rocky bluff close to the river, and here is located a large quarry from which rock is now being taken and shipped to Gray's Harbor, Wash. to be used in the construction of the jetty at that place. The stone is loaded on sea-going barges constructed the same as an ordinary schooner except that the deck space is mostly taken up with hatches for convenient

loading. The barges have masts and rigging, but these are taken out of them while they are used in carrying stone. In the winter months, when stormy weather interferes with the jetty work they are rigged again and used in the lumber trade along the coast. When the barges have been loaded at the quarry they are towed to the mouth of the river by a stern-wheel river boat. At Astoria a sea-going tug takes them in charge and tows them to Grays Harbor.

Back from the edge of the rocky bluff above mentioned the country is rolling and partly planted with prune orchards, whence the name Prune Hill.

A county road skirts the river near the bank on this side. It is traveled daily, except Sundays, by a stage that runs from Prachongal, a small town about three miles above the upper limit of the sheet, to Vancouver. A telephone line has been built along it, thus giving in connection with the mail carried by the

stage, quick communication with the outside world.

Near the upper end of the sheet is located the town of La Camas. It is prettily situated on the La Camas Slough near the mouth of the Washougal River. The town sprang up as the result of the establishment here of the Columbia River Paper Co Mill, and most of its inhabitants are either directly connected with the mill, or gain their livelihood in supplying the wants of those who are. The mill manufactures from wood pulp paper for the printing of newspapers and wrapping paper. Two varieties of wood, Cottonwood and White Fir, are used in its manufacture. The mill is run by water power; the water being obtained from a lake situated about three miles north of the town. It is brought to a point on the hill back of the mill in an open ditch. Here it enters a penstock and is carried to the turbine wheels that run the machinery of the mill. This mill, and a similar

but much larger one at Oregon City, on the Willamette River above Portland, furnish the paper for all the newspapers on the Pacific Coast.

Besides being connected with Vancouver by daily stage and telephone La Camas also has a daily steamer to Portland. The steamer 'Joni' makes daily trips, (except Sundays) between Washougal and Portland, stopping at La Camas, where a good portion of her freight is obtained from the paper mill. During the greater part of the year there is water enough at the upper end of La Camas Slough to permit the steamer to pass. (The river boats draw only about three to three and a half feet), but generally in October and until the winter rains raise the river again this channel is too shallow, and the boat has to reach La Camas around the lower end of Lady's Island.

The Washougal River is shown for a short distance above its mouth. It is a turbulent stream in flood

times, but in the dry season carries but little water. Considerable logging is done along its banks some fifteen or twenty miles back in the mountains, and the logs are carried down when the river rises. They float out from the river and down La Camas Slough. At the lower end of Lady's Island a large boom is situated, which catches the logs as they drift down. Below this boom, and on the opposite side of the slough, is another boom into which the logs are floated as desired, and where at the lower end they are made up into rafts for towing to the saw mills farther down the river.

Mention has already been made of the prime orchards on the Washington side of the river. The raising of prunes has become one of the leading industries of this section. A small industry at Forest Home, on the outskirts of La Camas is the raising of vegetables out of season under glass for the Portland market. The hot houses are heated by wood fires.

At Remington Landing and at Fishers Landing are kept on hand large supplies of cord wood for use as fuel on the river steamers. Remington Landing is devoted almost entirely to this purpose, and is the regular "wooding up" station of the Regulator Line of steamboats that ply between Portland and The Dalles. Fishers Landing, besides being a wood station is also a shipping point for quite a large extent of back country. Cord wood is however getting scarce in the immediate vicinity of the river. It is now being hauled six or seven miles to the landings. It will ere long be too expensive to haul it, and probably coal will supplant it as fuel for the river boats.

Gerront Moore,
Assistant