<table>
<thead>
<tr>
<th><strong>Type of Survey</strong></th>
<th>Topographic</th>
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<tr>
<td><strong>Field No.</strong></td>
<td>2522</td>
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<td><strong>Office No.</strong></td>
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**LOCALITY**

<table>
<thead>
<tr>
<th><strong>State</strong></th>
<th>Washington</th>
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<tr>
<td><strong>General locality</strong></td>
<td>Columbia</td>
</tr>
<tr>
<td><strong>Locality</strong></td>
<td>River</td>
</tr>
</tbody>
</table>

**1900**

**CHIEF OF PARTY**

Freemont Morse

**LIBRARY & ARCHIVES**
Descriptive Report
To accompany Topographic Sheet
entitled:

U.S. Coast and Geodetic Survey
Henry A. Pritchett, Superintendent
Topography
Columbia River
Vicinity of Lady Island
including Re-survey of Shore Line
Hoods Bar to Head of Government Island
Surveyed Oct 24 - Nov 23, 1940.
Scale 1/10000

By Reverent More.
Assistant
Descriptive Report to accompany Topographic sheet entitled:

U.S. Coast and Geodetic Survey
Henry A. Burchett, Superintendent.

Topography
Columbia River

 Vicinity of Ladye Island
including Boundary of Shore Line
Woods Bar to Head of Government Island
Surveyed Oct. 24 - Nov. 23, 1900
scale 1/2000

By Ferdinand More
Assistant

The topography over the greater part of this sheet had been executed in 1891
by Assistant Cleveland Rockwell, but as the present season's work extended 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 recopy the shore line up to the limit of Assistant Rockwell's Topography at the head of Government Island. This was accordingly done. It reveals the fact that the greatest change has occurred on the North line 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 vicinity near the headwaters of the river and its various tributaries. A thick growth of cottonwoods fringes the bank and slacks 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 outlets 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 Cana Slough. This latter is
practically a continuation of the Washougal River. In 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 outbuildings. 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. Just 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 Rummell, which rises abruptly to a height of over 500 feet within half a mile of the river bank. Near Remington and Leary 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 Grays 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 covering
loading. The barges have masts and rigging, but these are taken out of them while they are used on carrying stone. In the winter months, when stormy weather interferes with the petty work they are rigged again and used in the lumber trade along the coast. Where 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 on charge and tows them to Grays Harbor.

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

A county road runs to the river near the bank on this side. It is traveled daily, except Sundays, by a stage that runs from Chehalis, a small town about three miles above the upper limit of the sheets, 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 Cama. It is peculiarly situated on the La Cama Flugh near the mouth of the Washougal River. The town sprang up as the result of the establishment here by the Columbia River Paper Co. Well, and most of its inhabitants are either directly connected with the mill, or gain their livelihood by supplying the wants of those who are. The mill manufactures from wood pulp paper for the furnishing of newspapers and mapping paper. Two varieties of wood, Cottonwood and White Fir, are used in its manufacture. The mill is near 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 via an open ditch. Here it enters a flume and is carried to the turbines where it runs the machinery of the mill. This mill, and a similar
but much larger one at Oregon City, on the Willamette River above Portland, furnished 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 "Juni" 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 Flough 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 Island.

The Washougal River is broad for a short distance above its mouth, but is a turbulent stream on flood
times, but in the dry season carries but little water. Considerable logging is done along its banks from fifteen to twenty miles back on 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 prune 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 in Frest House, on the outskirts of La Camas, is the raising of vegetables, cut up fresh under glass, for the Portland market. The hot louses are heated by wood fires.
At Remington Landing and at Fishers Landing are kept in hand large quantities of wood for use 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 fly 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 soon long be too expensive to haul it, and probably cane will supplant it as fuel for the river boats.

Respectfully yours,
Assistant