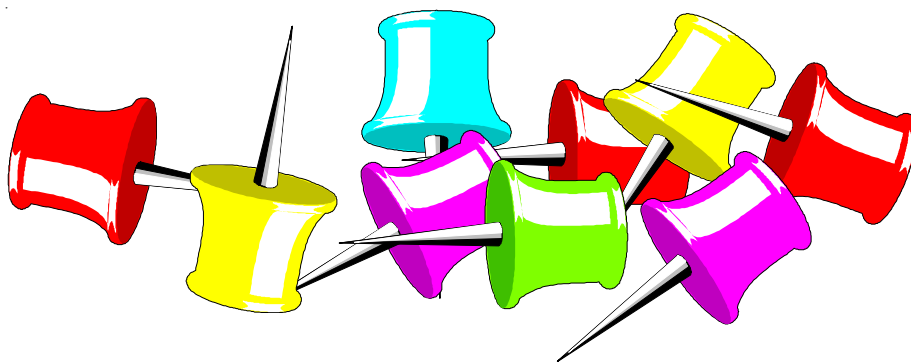


APPENDIX



APPENDIX

APPENDIX A

HISTORY OF CLARK, SKAMANIA, AND KLICKITAT COUNTIES

CLARK COUNTY

1800 - 1900

The purchase of the Louisiana Territory from France in 1803 and the subsequent Lewis and Clark Expedition that reached the Pacific Ocean in 1805 helped to establish the territorial claims of the United States to the Pacific Northwest. At the same time, both Russia and Great Britain put forth claims for the rich fur-trading area. Great Britain exercised her claim through the Hudson's Bay Company franchise, which was based in northeastern and central Canada. It was her contention that all lands from which fur-bearing animals were trapped by the Indians and traded to the Company, rightfully were under British rule. In 1811, John Jacob Astor established a fort and small settlement at the present site of Astoria, Oregon, for the purpose of fur trading and further extended the American claim upon the Pacific Northwest.

In 1824, Dr. John McLoughlin was placed in charge of the settlement named Fort George. By this time, Russia had withdrawn her claims from the Pacific Northwest and the territory was under joint occupation by the United States and Great Britain. Because British trade was primarily with the tribes of the interior, it was the custom of the agents to carry goods to the Indians. In order to ease this transportation problem, Dr. McLoughlin determined that the chief trading post should be moved further into the interior, at the head of the navigation on the Columbia River. The drier climate would also reduce the amount of fur spoilage by mold. The site chosen was on the north bank of the Columbia River, approximately 100 miles from the Pacific Ocean. On March 19, 1825, "Fort Vancouver" was officially established as the principal trading center of the Hudson's Bay Company west of the Rocky Mountains. As such, it was the economical, political, social, and cultural center of an area now comprising British Columbia, Washington, Oregon, Idaho, and western Montana.

In 1835, Fort Vancouver had 100 employees, shops for a bakery, blacksmith, joiners, carpenter, tanners, and a gristmill. Lumber for the fort was supplied from a sawmill located six miles up the Columbia River.

Settlement by Americans was actively discouraged by the Hudson's Bay Company, which was even more adamantly opposed to attempts by the new settlers to form a local government. Nonetheless, on June 27, 1844, the Oregon Provisional Government established the "District of Vancouver" and later changed it to "Vancouver County." The Oregon Territorial Legislature changed Vancouver County to "Clarke County" in 1849. The first American settlers in Clark County were Amos M. Short and Davis C. Parke, who filed their claims in 1845 under the Preemption Law of 1841. Full-scale settlement commenced with the passage of the Donation Land Claim Law in 1850.

The first election for county officers was held in June of 1850; and on July 1, 1850, Amos M. Short,

John C. Allman, William Goodwin, and Richard H. Landsdale were sworn-in as Judges (Commissioners) and Clerk of the Probate County of Clark County. The court ordered the viewing, locating, and marking of a public road along the Columbia River (almost all of this road is still in use today as a part of State Route 14, also known as the Lewis and Clark Highway). The County Seat (known as “Columbia City”) was surveyed and platted on August 26, 1850. The present type of Commissioner Governmental came into existence when the Washington Territory came in existence in 1859. The current county boundaries were established in 1873. Most local municipalities were incorporated during the period 1900-1910.

1900 - 1920

Despite low birthrates of this period, there was rapid population growth throughout the region. Substantial migration was occurring from areas within the state and from the northeastern and mid-central region of the United States. Migrants were attracted, in part, by the “City Beautiful Movement” and the still-clean, ghettoless communities of the Pacific Northwest. The municipalities of Camas, Washougal, La Center, Ridgefield, and Yacolt incorporated during this period.

This era was a peak period for the logging industry in outlying areas of the county. In 1903, action was initiated to attain a deepening of the Columbia River channel from Vancouver to the Willamette River. Additional aid to remove sandbars was secured from the federal government during the period from 1914 to 1918. A jetty system was devised to enable a deeper water passage to the Vancouver barracks. The resultant expansion of port facilities enabled the construction of ships for the naval demands of World War I.

In 1906, work was resumed on construction of a railroad bridge across the Columbia River. The Northern Pacific and Great Northern Railroads undertook completion of the bridge, in conjunction with the extension of the Northern Pacific line from Kalama to Vancouver. In 1908, the Spokane, Portland, and Seattle Railroad completed its line from Spokane to Vancouver; and an electric railway was built between Vancouver and Sifton.

With transportation technology introducing the private automobile into Clark County, public transportation networks were improved. Construction of the first highway bridge across the Columbia River, linking Clark and Multnomah Counties, was undertaken by the two counties and formally opened in 1917. Both the railroad and highway bridges increased accessibility between the counties, initiating their increasing economic and social interdependence.

1920 - 1940

In contrast to population growth during the preceding 20 years, the depressed economic conditions of the 1930’s affected the distribution of population growth. The proportion of residents in the incorporated areas of the county declined from 55 percent in 1930 to 51 percent in 1940.

With the decrease in economic growth and housing starts, the logging and lumber industries of Ridgefield, La Center, and Yacolt leveled off. The population of Ridgefield and La Center stabi-

lized, while Yacolt's declined 60 percent between 1920 and 1940. During the same time period, employment and transportation accessibility was greatest in the urbanized areas. Accordingly, Vancouver, Camas, and Washougal continued to increase in population. Over three fourths of urban population growth during the 20-year period occurred in the city of Vancouver, so there were 49,852 people in the county by 1940.

1940 - 1960

Reflecting developments in the economy, transportation networks, demographic changes, and the availability of petroleum products, growth rates accelerated during the period from 1940 to 1960. That period saw the county's population increase from 49,852 to 93,809, an 88-percent increase and more than double the net population growth in the previous 20-year period.

During World War II, Vancouver's population was estimated at 115,000 persons. This increase in population was largely attributable to the shipbuilding industry, stimulated by federal contracts throughout the war. This expanded labor force, and their families, required homes, food, clothing, and other services which, in turn, stimulated additional employment. After the war, there was a decline in employment; and by 1950, the population of Vancouver was 41,664. Economic recovery saw a diversification of employment in lumber, paper, forest products, and food industries.

In concert with economic diversification and expanded transportation networks, the period from 1940 to 1960 saw dispersion of the population accompanied by a lower density of residential housing subdivisions. Particularly after World War II, increased private ownership of the automobile, a higher level of personal disposal income, and lower land values in the agricultural areas of the county enabled dispersion of population and residential housing.

After the war and during the 1950s, the birthrate increased from 3.5 to 21.9 births per 100 population. The resultant increase in the population and households, accompanied by the availability of Federal Housing Assistance (FHA) and Veterans' Assistance (VA) home-ownership loans at low interest rates, enabled more people to purchase suburban homes. Suburban employment opportunities for the population were enhanced through industrial automation. That automation was conducive to larger, one-level buildings; and large parcels of undeveloped land were available in suburban areas at low cost. Thus, manufacturing began to locate outside the central city, along major highways, railways, and around the ports of Vancouver and Camas-Washougal. Supportive industries, restaurants, and other services located nearby.

1960 - 1970

Whereas the previous decade's population growth was a function of the high birthrate, the growth during this decade was largely the result of the migration of young families into the county. Between 1960 and 1970, the population increased 36.9 percent from 93,809 to 128,454 persons. Seventy percent of this growth, over 24,000 persons, was a result of net migration. During this same time period, the Portland-Vancouver Standard Metropolitan Statistical Area (SMSA) increased 23

percent. Much of this migration was in response to economic conditions existing within the county and relative to the surrounding region. As in the previous decades, transportation technology and accessibility enabled population growth and dispersion. Accessibility, facilitated by removal of the Interstate 5 Bridge toll in 1966, resulted in increased commuters between Washington and Oregon. There was an increase in the number of commuters to the Oregon portion of the metropolitan area for employment. The number of commuters from Clark County to Oregon for employment purposes increased from 18 percent to 24.9 percent of the total labor force between 1960 and 1970.

Post-World War II birthrates declined in the 1960s from 21.8 to 16.3 births per 100 population in 1965. The impact of this decline in birthrate, however, was somewhat deferred by the large number of women in the childbearing years.

1970 - 1980

The decrease in the birthrate carried over from the previous decade. In 1975, the impact of lower birthrates in Clark County was seen within the lower elementary grades.

The major industries in the Vancouver area included: Aluminum Company of America (ALCOA); Boise Cascade Corporation; The Carborundum Company; Columbia Machine, Inc.; Fort Vancouver Plywood Company; Frito-Lay, Inc.; Jantzen, Inc.; Lucky Breweries, Inc.; Portco Corporation; Precision Wood Products, Inc.; and Weyerhaeuser Company. Clark County population expanded by 49.6 percent between 1970 (128,454) and 1980 (192,227). Over 80 percent of the population growth occurred in the unincorporated areas, particularly in the suburban areas east of the City of Vancouver. Approximately 75 percent of the growth since 1970 was attributable to the migration of new residents into the county. A large number of these new residents were young adults and young families. The largest numerical increase in population between 1970 and 1980 occurred in the 20-34 age group.

Between 1975 and 1980, nonagricultural wage and salary employment in Clark County grew 32 percent, an increase of 12,860 new jobs. Manufacturing accounted for 25 percent of all jobs in the county.

1980 - 1990

The population in Clark County increased from 192,227 in 1980 to an estimated 238,053 in 1990, a gain of 45,826 (or 23.8 percent) in ten years, which is an annual average growth rate of 2.38 percent. The late 1980's was the beginning of a high population growth trend that is continuing today.

In the 1980's, wholesale and retail trade showed tremendous growth. This reflects the increased diversity in employment occurring in the county. Jobs in services increased by 59.9 percent from 1980 to 1989. The biggest increases in manufacturing include electrical equipment, 205.1 percent, and machinery, excluding electrical, 91.9 percent.

Highlights for the eighties include the restart of the ALCOA aluminum smelter under the new leadership of Vinalco, which was a major success story, bringing back 500 high-paying jobs to Clark County. The Port of Vancouver celebrated its 75th Anniversary with a new dock extension in 1987. During the decade the Port of Vancouver handled a record tonnage and experienced growth in industrial revenues. The increase can be attributed to the suitability for the Port to handle dry bulk commodities. The Ports of Camas-Washougal and Ridgefield have provided land in the industrial ports for industrial development and have been successful in increasing tenants.

The year 1987 also marked the turning point in the advancement of higher education in Vancouver. The state's Higher Education Coordinating (HEC) Board designated WSU to be the primary provider of junior-senior and graduate-level college education in Vancouver. This allowed WSU-Vancouver to proceed in developing a full-service university in Vancouver. The Salmon Creek area was selected as the permanent site for the branch campus. Ground breaking occurred for the new campus, and classes began in 1995.

The redevelopment of downtown Vancouver has seen the completion of the ten-story Seafirst Financial Center, the Community First Federal Bank Building, renovation of several buildings into modern offices, and a new transit mall. The completion of the rehabilitation of Officers' Row in 1988 and its adaptive reuse into commercial and residential housing has made a major contribution to the revitalization of the Vancouver area.

A number of business and industrial parks have been developed, which are concentrated in the corridors along I-5/I-205, Fourth Plain, and Mill Plain.

The most significant development in the 1980s has been the location of high technology in Clark County, dubbed "Silicon Valley North" by the press. Hewlett-Packard, Shin-Etsu Handoti (SEH America), Kyocera, and Matsushita Electric have opened plants. Sharp Microelectronics and Underwriters Laboratories are constructing major facilities in Camas.

1990-2004

During the 1990's Clark County was the fastest growing county in the state as well as, the Portland-Vancouver Metro area. Overall population increased from 238,053 to 345,238 which is an increase of 107,185 or 45 percent. This high population growth period was accompanied by high employment growth as part of the regional economic boom. The biggest factors for employment growth were influx of high-technology manufacturing firms along with service and retail type jobs to serve the growing population. As more people moved into the county and transportation links to Portland became increasingly congested more residents considered staying closer to home for goods and services. Additional employment growth during the 90's was based on the telecom industry. There was a short period where the telecom industry was expanding and boosting employment. However, since 2000 there has been a sharp employment drop in this sector. Employment growth has been slowed in the early 2000's due to a number of factors. However, even with a slowing economy, Clark County residential development continues at a high pace. This is largely due to lower interest rates and the continued in-migration.

Given the regional economic growth patterns, it is expected that Clark County, as a part of the Portland-Vancouver CMSA, will continue to increase in population during the next 10 years .

VANCOUVER (Incorporated January 23, 1857)

1800-1900

Vancouver traces its origins to 1825, with the establishment of the Hudson's Bay Company, on the present site of the Washington State School for the Deaf. Fort Vancouver served for two decades as the headquarters and depot for all activities of the Hudson's Bay Company west of the Rockies.

Vancouver began as a garrison town with the demise of the Hudson's Bay Post and the establishment of the Vancouver Barracks. Commercially, the town was eclipsed by the Willamette Valley and the early effects of settlement policy by the Hudson's Bay Company, seeking to direct American occupancy south of the Columbia River. Early development of Vancouver was characterized by modest construction, initially of wood.

Commercial development of Vancouver was affected by the relative isolation of the community. The city did not exist as a part of a continuous metropolitan region, as today, but was separated from Portland by several miles of sparsely populated brush and forestland. The most advanced form of transportation to Vancouver until the 1880s was by water, with steamboats making daily trips to Portland and back. In Portland, the boats connected with other steamboats bound up the Willamette, down the Columbia to Astoria, or up the Columbia to The Dalles. Connection could also be made in Portland with seagoing sailing ships and with trains of the Oregon Railway and Navigation Company or the Oregon and California Railroad. Creation of more competitive transportation became an important matter. In 1880, a steam-powered railway was opened from a ferry landing on the south bank of the Columbia to Portland.

In 1889, the city granted authority to the Columbia Land and Improvement Company to construct a street railway on Main Street. The first cars were pulled by horses; but during the same year, the City of Vancouver opened a municipally-owned generating plant, allowing the streetcars to be electrified in 1892. The construction of a municipal electrical plant also allowed the introduction of street lighting. The first electric lights on Main Street were turned on in 1889. The first sewer line on Main Street was installed in 1890; and the following year, the City Council passed an ordinance requiring all outhouses and cesspools to be connected to the sewer if within 100 feet of the street.

The decade of the 1890s opened optimistically for the City of Vancouver. The improvements in transportation had resulted in an electric railway running from Portland to Vancouver, with service extending through Vancouver as far as what was then called "Heights" (presently the Arnada neighborhood). A new ferry, the "Vancouver," was placed in service; and new construction reoccupied the blocks burned in the 1889 fire. However, the financial panic of 1893 resulted in a depression of the nation's economy. Reduced demand for lumber resulted in the closure of sawmills. The municipally-owned electric system was also affected by reduced revenues. In 1895, the City Council ordered all street lights north of Eighth Street to be turned off due to "hard times." The following year, the Council found it

necessary to dispense with all street lighting. The effect of these “hard times” was to stop most new construction along Main Street for almost a decade.

1900 - 1910

The construction of a second street railway in 1907, ironically, coincided with the introduction of the automobile, which made its appearance on Main Street in 1901. Demand for improved streets for automobiles led the City Council to authorize the oiling of streets during the summer of 1909. In 1917, the Interstate Bridge was opened and Main Street became a section of a bi-state highway.

The Spokane, Portland, and Seattle (SP&S) Railroad was completed in 1908 between Spokane and Vancouver, along the north bank of the Columbia. The railroad was designed to permit access to Portland markets for the Northern Pacific and Great Northern Railroads. Prior to that time, the Portland region was served only by the Union Pacific-Southern Pacific association. A railroad bridge across the Columbia was completed in 1910; and the SP&S began service between Portland and Spokane and with a connection at Vancouver between Portland and Seattle over the Northern Pacific.

1920 - 1940

The railroad, the electric streetcar system, and the new Pacific Highway facilitated Vancouver’s growth as a suburban community. Improvements to water transportation were also initiated with the creation in 1912 of the Port of Vancouver. The first Port terminal was completed in 1926 on the site of the former ferry terminal at the foot of Washington Street. In 1936, Terminal No. 2 was erected and became the primary dock. The Port also acquired and developed industrial property; and, in 1929, the State Legislature deeded to the Port all of the unsold tidelands of Vancouver Lake.

In 1937, the City of Vancouver acquired the private water distribution company and initiated municipal service. Also in 1937, the first of the giant Columbia River hydroelectric dams, Bonneville, was completed. The availability of low-cost electric power resulted in the Aluminum Company of America (ALCOA) selecting Vancouver as the location for construction of a major facility. The ALCOA plant began production in 1940, was located west of the city limits, and became the community’s largest employer.

1940 - 1960

The outbreak of hostilities with Japan in 1941 drastically changed the community of Vancouver. In two years, the area population increased by more than 70,000 persons; and, by 1943, 39,000 workers were employed at the Kaiser Shipyard alone. Farmland surrounding the City of Vancouver was converted to urban use. Downtown grew, as the demand for goods and services far exceeded the capacity of the existing commercial district. Motion picture theaters, bowling alleys, stores, and cafes were constructed.

The conclusion of the war and the closing of the shipyards also impacted Vancouver. The population immediately fell, and unemployment became a substantial problem. By 1950, the population was estimated at 41,664 persons.

1960 - 1990

The City of Vancouver's population increased only 33-percent from 1960 (32,464) to 1990 (44,570), as suburban development trends saw the greatest share of growth occur in adjacent areas of unincorporated Clark County. Yet, the city, as principal water and sewer service provider for east and central Clark County, has played a significant role in facilitating that growth and development.

While some retail activity has followed growth outside the city, downtown Vancouver has grown in importance as a center of business and financial activities. Office development in downtown Vancouver has included the building of the M.J. Murdock Executive Plaza and Seafirst Financial Center. There is now over 400,000 square feet of Class "A" office space in downtown Vancouver. Two new multistory office buildings have been announced for possible construction in 1989 and 1990.

The City of Vancouver completed a major renovation of the officers' billets along Officers' Row in 1988, for office, commercial, and residential use. The historically restored buildings along Officers' Row reassert the city's unique contribution to the heritage of the Northwest.

The summer of 1990 has brought the Farmer's Market to downtown Vancouver. The open-air market provides an opportunity for artists, craftsmen, and local growers of produce and plants to display and sell their products. The market has helped bring people back to the downtown area and increased business for the merchants.

CAMAS (Incorporated June 2, 1906)

Originally called "Lacamas," the area was first settled by David C. Parker in 1845. The earliest industries in Lacamas were sawmills, established by Jacob Hunsaler in 1846 and H. J. G. Maxon in 1852. The mills were shortly destroyed by fire, leaving no industry of this type until 1883. In that year, the Lacamas colony decided to develop the nearby waterpower of Lacamas Creek and to construct a new mill. The Lacamas Company was organized in Portland, with Henry L. Pittock as President and D. H. Sterns as Manager. In the spring of 1883, they purchased 2,600 acres of land with frontage on either side of Lacamas Creek for one mile and land margins surrounding three lakes. A sequence of dams began to be constructed on July 31 at the southern end of the lakes, and the first two dams were completed at a cost of \$16,000. The initial expense for improvements amounted to \$100,000, and included flour and paper mills. Paper manufactured at the paper mill was supplied to "The Oregonian" newspaper in Portland. The paper company flourished and operated as the Crown Zellerbach Corporation. In 1987, it was acquired by James River Corporation, which initiated a \$34 million investment program to expand capacity and reduce pollution.

In the 1980's, the city has significantly expanded its corporate boundaries, adding approximately 2,976 acres north and east, through annexation, to a current city size of 9.9 square miles. The siting of major high tech industries in Camas in the late 1980s (Sharp Microelectronics and Underwriters Laboratory, Inc.) has added to the economic diversity of the region.

WASHOUGAL (Incorporated November 7, 1908)

The first settler in the Washougal area was David C. Parker in 1845, followed by Joseph Gibbons in 1847, Richard Ough in 1849, J. Duncan in 1850, and J. E. C. Durgin in 1854. The founder of Washougal was J. E. C. Durgin who, with his wife, donated land for the townsite. The townsite was mapped and platted by Alexander McAndrew on April 2, 1880, and recorded May 6, 1880. Durgin erected the first store in 1880; and the town soon had two blacksmith shops, a saddle and harness shop, a butcher shop, and a hotel constructed by Fritz Broun. In 1880, the first wharf was built; and Washougal became a regular stopping place for steamboats plying the Columbia River. A merging of the surrounding area's woolen mills led to the formation of the Union Woolen Mills in 1910. The only woolen mill in the state of Washington is presently located at Washougal. Once owned locally, it merged with Pendleton Woolen Mills in 1953. The Port of Camas-Washougal Industrial Park, located within the city boundaries, has been a major source of area employment through the 1970s and 1980s, currently serving 26 tenants and employing approximately 772 people.

LA CENTER (Incorporated August 21, 1909)

The earliest settlers in the vicinity of La Center were John H. Timmen and Aurelius Wilkins in 1852, about five miles from the present townsite. G. W. Wier and a Mr. Seeley opened the first store in 1872; and on December 6, 1874, the town was laid out and platted by John H. Timmen. An addition to the townsite was made in 1884 by Mary Brazee Fairhurst. By 1885, the town had several prospering businesses, hotels, a Methodist church, a sawmill, a grist mill, a brickyard, and a post of the Grand American Army of the Republic. Served by steamboat on the East Fork of the Lewis River, the town had a prosperous beginning because of its proximity to the forest. Local mills supplied thousands of railroad ties, and tons of cord wood were transported from La Center to Portland. La Center saw little growth between 1915 and 1980. The introduction of legalized card gambling in La Center in 1985 has provided a new source of public tax revenues to the town, allowing repair of roads and reduction of the town's debts.

BATTLE GROUND (Incorporated May 28, 1951)

In 1871, the first post office was established in Battle Ground, with Sylvester Pease in charge. A Roman Catholic church was erected approximately one mile south of the Lewis River Bridge in 1877; and in 1881, the Etter brothers opened the first store. A cheese factory in 1903 and a tile and brick manufacturing plant in 1910 were earlier businesses in Battle Ground. The resumption of service of the old Chelatchie Prairie Railroad, under the name of Lewis & Clark Railroad, as well as the ongoing widening of SR-502 and SR-503, represent major transportation improvements in the region that will better position the city to take advantage of developing growth and development in the 1990s.

RIDGEFIELD (Incorporated August 20, 1909)

Once called “Union Ridge,” the first settler in the area was James Carty in 1840. Among the earliest settlers were Frederick Shobert and S. Shobert in 1853, Asa Richardson in 1855, and John Rathborne in 1867. The first post office was established in 1873, with Asa Richardson in charge; and the first store was opened by S. Shobert and J. J. Thompson in 1882.

YACOLT (Incorporated July 11, 1908)

Yacolt was a settlement of fifteen buildings and fifty inhabitants in 1902. Mail came twice a week by horse and buggy from Vancouver, Washington. The post office was called Garner Washington and was located in a residence near where the school is now located. The prairie around the village was called “Yalicolb” (The Haunted Valley) by the Indians.

In 1902, a catastrophe occurred that changed the whole scope of things. The Yacolt Fire occurred September 12, 1902, that burned over 300,000 acres of virgin timber. The casual pace of life in the Haunted Valley was soon to change. The fire had created a great salvage problem in the forest. The railroad was already to Battle Ground and was extended to Yacolt in 1903. The salvage of burned timber was started by Clark County Timber Company. Logs were shipped by railroad to mills along the Columbia River. This operation continued until 1929, when another great fire brought the logging operations to an end.

In early 1903, petitions for two saloons were filed.

Many workers lived in tents at first; but, quickly, the business men built new hotels, stores, restaurants and saloons. Three churches were built, and the timber company provided a new hospital. In July of 1908, a Mayor/Council type of government was formed for the Town of Yacolt. The records indicate that the first Council Meeting after incorporation was held July 31, 1908. A Mr. W. J. Hoag was Mayor.

Logging was to be the primary industry in and around Yacolt until about 1946. The census indicates that the population has changed very little over the 75+ years.

SKAMANIA COUNTY

The Columbia River Gorge has been continually inhabited by man for over 11,000 years. Permanent villages were first constructed approximately 8,000 years ago.

Native Americans have long been a part of Skamania County history. The upper Chinookan-speaking tribes that inhabited the Gorge relied heavily on salmon for subsistence, but also picked berries, hunted, and dug roots. The Chinooks lived in cedar long houses along the Columbia River in small villages. The Cascade Indians, part of the Chinookan-speaking tribes, resided in Skamania County.

Many Native Americans in the Gorge died from epidemics resulting from contact with fur traders in the late 1700s and early 1800s. In 1855, many Native American groups in the Columbia Gorge were forced to sign treaties. Eventually, most were moved to reservations outside of the Gorge. While few Native Americans live in the Gorge today, they exercise special fishing rights over non-Indian fisherman on the Columbia River, granted in the treaties.

Fur traders first came to the Columbia River in the late 1700s, and fur trading became a lucrative business for Europeans. In 1806, Lewis and Clark explored the Columbia River and passed through Skamania County on their way to the Pacific Ocean.

While fur trade was the first great incentive for coming to the Columbia River Gorge, it was the Donation Land Claim Law of 1850, and later the Homestead Act (which allowed people to obtain title to land), that brought people here to settle. Cutting wood for the wood burning steamships that plied the Columbia River was the first occupation in the county. Commercial fishing for salmon and sturgeon, lumbering, and farming soon followed.

For a time, commercial salmon fishing with fishwheels was an important source of income in the area. These structures, which resembled Ferris wheels, dotted both sides of the Columbia River from Upper Cascade Village (just west of Stevenson) to Beacon Rock. Canneries were located at Warrendale and Dodson, Oregon. Fishwheels were outlawed in Oregon in 1926 and in Washington in 1934. Since then, the commercial salmon fishing on the Columbia River has dwindled to only a minor source of economic importance to the county. The primary commercial fishery in the area now is the Indian net-fishing in the Bonneville Pool.

Logging and lumber mills have become the mainstay of the county's economy. The earliest saw mills date back to the mid 1850s. Today, there are three plywood or lumber mills within Skamania County.

On May 18, 1980, Mt. St. Helens erupted in Skamania County, causing extensive damage and loss of forest acreage. In 1982, Congress established the Mt. St. Helens National Volcanic Monument. In 1987, Congress established the 253,500-acre Columbia River Gorge National Scenic Area, which includes portions of Skamania County.

STEVENSON (Incorporated January 4, 1908)

The Town of Stevenson is the County Seat of Skamania County. The original townsite was laid out by George Stevenson in 1893, on a portion of the Henry Shepard Donation Land Claim.

The County Seat was first located in the community of Lower Cascades. In a dispute over rent, the county seat was moved to Stevenson in 1893. Fortunately, this move prevented the historic records of pioneer Skamania County from being lost in the Columbia River Flood of 1894 that destroyed the community of Lower Cascades.

The Town of Stevenson is a municipal code city, organized under a mayor and five-member city council.

NORTH BONNEVILLE (Incorporated June 25, 1935)

The City of North Bonneville is the only other incorporated community in the County. It is located on the site of the former community of Lower Cascades. At one time, Cascade was the largest town in the Washington Territory and was an important steamboat stop and terminus for the portage railroad that transported goods and people around the Cascade rapids on the Columbia River. Following the 1894 flood, a small community continued to exist; and it sprang back to life as North Bonneville in 1933, when work began on Bonneville Dam—the first hydroelectric dam on the Columbia River. When the Bonneville Project was completed in 1938, the town remained. The town was incorporated in 1935.

Construction of a second power house at Bonneville Dam began in the mid 1970s. The site of the new powerhouse covered over 90 percent of the town of North Bonneville. The town was relocated west of the old town on Hamilton Island and south of Greenleaf Slough. The new town was dedicated in 1978. The City has a mayor and five-member council form of government.

KLICKITAT COUNTY

Klickitat County was established by the Territorial Legislature December 20, 1859, by taking land from the west end of Walla Walla County. Until the previous summer, it had but two resident households: Those of Erastus Joslyn, where Bingen is now, and Amos Stark, near Maryhill. By the census of mid-1860, however, 221 citizens were present to be counted. Ten years later, many of those had departed; so that even with continued influx, only 328 were present. By 1880, the rush was on with a population of 3,949 enumerated.

The county was roughly 45 percent timbered, 55 percent open, divided along a meandering line from southwest to near the northeast corner. The open area was quickly judged a cattleman's paradise. Its plateaus, hills, and canyons were covered by bunchgrass, which provided rich forage for stock. The legendary Ben Snipes, starting with a few cattle, soon had herds of many thousands ranging over the county and far to the north, which earned him the title "Cattle King." His markets were the mining camps of British Columbia, Colville, Okanogan, and Idaho.

In addition to a few like Snipes, early settlers were stockmen from the Willamette Valley. Their initial belief that the winters were so mild as to require no shelter or winter feed for stock was rudely shattered by the severe winter of 1861-62, which almost annihilated their herds. They cautiously rebuilt, only to be hit again ten years later by severe snow and cold. While many, ruined financially, left the county, those who stayed constructed shelter and plowed the ground for the production of grain crops. They endured by adapting. By 1875, the best of the non-timbered area had been committed to the plow; and the days of the open range were at an end.

Agriculture was the sole industry, save for a few sawmills, which furnished material for settler's buildings, and for a small business in furnishing cord wood to river steamers, until about 1878, when a few grist mills appeared. To these were added more flour mills and more pretentious mills for lumber production during the 1880-1900 period.

With the settlers came pioneer merchants and tradesmen, doctors, lawyers, printers, and all who supplied needs of pioneer communities. The towns of White Salmon and Goldendale developed, followed in time by Bickleton, Lyle, Bingen, Glenwood, and others. Rockland (later Granddalles and now Dallesport) was the first center for mail distribution and site of the first county seat, which later was moved to Goldendale.

Before 1890, there was almost no road building, the heavy traffic of the wagons being seasonal in nature and passenger travel mostly by horseback or very light horse drawn vehicle. Even after that, many wagon roads were mere tracks over the land, moved sideways whenever wheel ruts became impassable. Almost all roads ran from interior points southward to the Columbia River, where water transport carried the main traffic.

Railroads were desired. As a result, the Columbia River & Northern was built from the docks at Lyle to grain warehouses at Goldendale in 1903. The original plan to build on eastward to a rail connection in the Yakima Valley was shelved with construction of the North Bank railway from Pasco to Portland. When this was completed in 1908, the county was served by rail; and the CR&N became a branch line, part of the northern transcontinental system.

In the 1900-1930 years, the county developed in every field of endeavor. Its rural population achieved a peak, while farming was stabilized around the horsepower economy. Social life was highly developed, with churches and fraternal bodies fulfilling important roles. Secondary education, rare in the county in the previous century, became fully developed. Telegraph and telephone provided instant communication. Local merchandising was at its height. Railroad travel for both people and freight was a great improvement over the past. Lumber and flour were being exported in quantity.

The county was prosperous. Soft winter wheat and livestock were marketed by the central and eastern county; tree fruits, livestock, and dairy products supported the western part. Forest products were important in the west, also; but that industry came into its own in the 1940-60 period, with the availability of good roads, truck transports of logs, and heavy machinery in logging.

After World War II, the county boomed with ready money and an expansion economy until about 1960, when slowdown occurred. Retail trade suffered for three reasons: Rural population declined, autos and

highways released residents from local supply dependence, while tighter economics made shoppers of everyone.

Farmers, more mechanized than ever, were squeezed between burgeoning expense and controlled income. In Klickitat County, they were saved from ruin only by dramatic new grain varieties, better tillage and moisture-conserving practices, cheap electricity, which made irrigation from wells practical, machinery to enable higher production, and new fertilizers and insecticides.

Logging and lumber boomed with new production methods, until the economic recession of 1980. By that time, aluminum plants had entered the county industrial picture to give stimulation to county employment, population, and tax base.

Our history covers barely 120 years, yet it has seen greater change than any similar period. The county offers many advantages whose value will be appreciated the more in future years. Not the least of these, by far, is the quality of its citizens; many of whom have roots deep within the county's rich history.

SOURCES: Clark County Cities and Towns, Clark County Heritage Trust.
Skamania County Databook.
Office of Superintendent of Schools.
Klickitat County Historical Society, Pete May.

APPENDIX B

DEFINITIONS

PLACE OF RESIDENCE, PLACE OF EMPLOYMENT: Presentation of data concerning spatial distribution or the labor force can be by the “place of residence” or “place of employment.” Measuring the labor force by place of residence describes all residents of Clark County 16 years and older who are employed or unemployed inside or outside Clark County. The other method, by employment, reflects only wage and salary employees working in Clark County. It does not include self-employed workers, proprietors, members of the armed services, unpaid family members, workers in private households, people working by commission fee, etc. However, it does include non-Clark County residents commuting to work in Clark County.

CURRENT DOLLARS: The term, “current dollars,” refers to the nominal dollar figure for a given year, without any attempt to account for the effect that inflation may have had.

PER CAPITA INCOME: Per capita income is the mean income computed for every person (man, woman, and child) in a specific locality or occupational class. It is derived by dividing all income of a locality or class by the total population (including patients or inmates in institutional quarters) in that locality or class.

There are different methods to measure per capita income. The Bureau of the Census (see table on page 80) uses a more limited method than the Bureau of Economic Analysis (see table on page 75). The two should not be used for comparison. The census only uses money income which includes wage and salary, interest, workman’s compensation, pension plans, health and welfare benefits when they are received by the employees, etc. The Bureau of Economic Analysis uses per capita personal income, which includes money income, as well as non-money income. Non-money income includes dividends, impeded rent, transfer payments, educational grants, employer contribution to health and welfare benefits when they are paid, etc.

CONSUMER PRICE INDEX (CPI): The CPI measures changes in the cost of a list of goods and services, which represents the items important in the expenditures of urban wage earners and clerical workers and their families. It does not measure their actual expenditures or their total cost of living, both of which include outlays for such purposes as income taxes, contributions to charity, and personal insurance—things which the workers and their families do not “consume.” Nor does it measure the cost of changes in the manner of level of living, which are typically associated with

changes in income, size of family, the age of family members, etc. It does, however, measure changes in the prices of things, which the “average” family normally buys for current consumption, and, conversely, the purchasing power of the dollar spent by workers and their families as a group. ¹This measure compares the current price level with the price level in the base period, 1982-84. (1982 - 84 = 1.0).

CONVERSION OF ONE CPI BASE YEAR TO ANOTHER: In order to convert one base year to another, the following manipulations are necessary:

Given	CPI for one year	
	n =	x (based on year b = 100)
	CPI for year	b = y (based on year a = 100)
	Where:	a < b < c
	Then:	CPI for year n = z (based on year a = 100)
	Where:	$z = y + \frac{y(x-100)}{100}$

Example:

Given:	CPI 1965 = 109.1 (based on 1955 = 100)
Then:	CPI for 1955 = 110.0 (based on 1950 = 100)
Where:	1950 < 1955 < 1965
Then:	CPI for 1965 = z (based on 1950 = 100)
Where:	$z = 100.0 + \frac{110.0(109.1-100)}{100}$
Then:	$z = 110.0 + 110.0(9.1)$
	$z = 110.0 + 10.01$
	$z = 120.1$

MANUFACTURING EMPLOYMENT: ²Manufacturing employment refers to those individuals engaged in the manufacture/construction of articles for sale in the commercial sector. Manufacturing employment includes the following categories:

- Food and kindred products
- Lumber and wood products
- Paper and allied products
- Printing and publishing
- Chemicals and allied products
- Rubber and miscellaneous plastic products
- Stone, clay, and glass products
- Fabricated metal products
- Machinery, except electrical
- Electrical and electronic equipment
- Transportation equipment
- Instruments and related products

COMMERCIAL EMPLOYMENT: Commercial employment includes those individuals engaged in distribution of manufactured articles through wholesale and retail trade outlets. Wholesale trade employment includes the following categories: durable and non-durable goods.

Retail trade includes the following categories:

- Building materials and garden supplies
- General merchandise and stores (food stores)
- Automotive dealers and service stations
- Apparel and accessory stores
- Furniture and home furnishings stores
- Eating and drinking places
- Miscellaneous retail stores

PUBLIC FACILITIES EMPLOYMENT: Public facilities employment includes those individuals engaged in providing services to the general public. Public facilities employment includes the following categories.

- Schools
- Local, State, and Federal government
- Public transportation
- Public utilities

HOUSING UNITS: A housing unit is a house, an apartment, a group of rooms, or a single room, occupied as separate living quarters or, if vacant, intended for occupancy. Separate living quarters are those in which the occupants live and eat separately from other persons in the building and have direct access from the outside of the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.³

For each occupied housing unit, there is one household. The former type refers to a type of living quarters, and the latter term refers to the persons who occupy the quarters. Thus, the total number of households in Clark County is equal to the total number of occupied housing units in the County.

VACANCY RATES: A vacancy exists when a housing unit (mobile home, apartment, and single family) is unoccupied for living quarters. A housing unit can be occupied by a family, a family and unrelated persons living together, a group of unrelated persons living together, or by one person.⁴

NET MIGRATION: This is the net change in state population resulting from the difference between the number of persons who migrate into Washington and those who leave Washington. A positive (+) net migration indicates that more persons have come to Washington than left it. A negative (-) net migration indicates the opposite.

NON-WAGE INCOME: This is defined by the U.S. Bureau of Economic Analysis as that portion of personal income, which is not derived from salaries and wages. Sources of non-wage income include: proprietor's income, interest, dividends, and rent. Also included are other labor incomes, such as employer's payments to private pension funds, compensation for injuries, etc. Transfer payments (e.g., social security payments, unemployment compensation, etc.) are also included.

SOURCES & NOTES:

¹ U.S. Bureau of Labor Statistics, Monthly Labor Review, August 1973.

² Employment Security Department, Employment and Payrolls in Washington State by County and by Industry, February 1977.

³ U.S. Bureau of the Census, 1980 Census of Population and Housing.

⁴ U.S. Bureau of the Census, 1970 Characteristics of the Population.