
National Park Service
Cultural Landscapes Inventory
2009



Fort Vancouver
Fort Vancouver National Historic Site



Fort Vancouver

Fort Vancouver National Historic Site

Fort Vancouver National Historic Site concurs with the findings of the CLI, including the management category and condition assessment as identified below:

MANAGEMENT CATEGORY: **A: Must be Preserved and Maintained**

CONDITION ASSESSMENT: **Good**

Tracy Q. Fortman

Superintendent, Fort Vancouver National Historic Site

9/23/09

Date

Please return to:

Vida Germano
Cultural Landscape Inventory Coordinator
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Pacific West Regional Office
1111 Jackson Street, Suite 700
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Actions Affecting Fort Vancouver NHS after Enabling Legislation

History of Reconstruction at Fort Vancouver NHS

The National Park Service's *Management Policies 2001* reaffirm a long-standing position on the practice of reconstruction within National Park Service or System sites. The policies (Reconstruction of Obliterated Landscapes 5.3.5.2.4) state:

No matter how well conceived or executed, reconstructions are contemporary interpretations of the past, rather than authentic survivals from it. The National Park Service will not reconstruct an obliterated cultural landscape unless:

- There is no alternative that would accomplish the park's interpretive mission;
- Sufficient data exist to enable its accurate reconstruction, based on the duplication of historic features substantiated by documentary or physical evidence, rather than on conjectural designs or features from other landscapes;
- Reconstruction will occur in the original location;
- The disturbance or loss of significant archaeological resources is minimized and mitigated by data recovery; and
- Reconstruction is approved by the Director. (National Park Service 2001: p.56)

The decision to reconstruct the stockade and key buildings at Fort Vancouver was made after years of discussion within the NPS and with public and private supporters of the national historic site. The discussion began with the earliest efforts by public groups in the years between 1915 and 1948 to establish a monument or memorial and reconstruct the stockade. It was complicated by conflicting land uses, including the presence of Pearson Field and its aviation easement that extended over the stockade site, limiting possibilities for both reconstruction and safe visitation. At the dedication of the monument in 1955, Secretary of the Interior Douglas McKay, a descendant of Hudson's Bay Company employees, made it clear that:

...the reconstruction of the stockade and buildings is not favored. We would like to replant the orchard, fence in the fields and re-establish the old wagon roads now forgotten [but] the National Park Service does not favor reconstruction of historic structures, particularly when most or all evidence of the original building has disappeared (Merritt 1993: p.28).

In the earliest NPS planning for the site, Fort Vancouver was considered primarily as an archaeological site. The focus was on further archaeological investigations and a museum perched on the bench above the Fort that would utilize artifacts recovered from the site to interpret the Hudson's Bay Company era. The local community, however, continued to lobby for reconstruction, initially by supporting the re-designation of the monument as a national historic site. Such a designation, it was believed, would encourage NPS to interpret and develop the area under the authorities of the Historic Sites Act of 1935.

Ultimately, Congressional action determined that the reconstruction of the stockade and key structures would proceed. In 1965, with the concurrence of NPS Director Hartzog, Congresswoman Julia Butler Hansen arranged for an appropriation of \$83,000 to reconstruct a portion of the stockade. In subsequent years, through the efforts of Congresswoman Hansen, Congress funded an extensive program of archaeological research, excavation, and reconstruction. National Park Service planning for the Fort, beginning with the *Master Plan for Preservation and Use of Fort Vancouver National Monument, Mission 66 Edition*, reversed the initial course and cautiously endorsed reconstruction based on sound research

and archaeological investigations and a clear identification of any resultant structures as “replicas.” The 1969 *Master Plan* prepared by the park outlined reconstruction of the stockade, key structures to support “living history” interpretation (a keen interest of Director Hartzog), fields, pasture, and the “original surrounding forest environment.” The most recent *Master Plan*, published in 1978 and scheduled for replacement by this general management plan, reaffirmed reconstruction as a priority, outlining a five-phase reconstruction program.

All future reconstruction at Fort Vancouver will continue to adhere strictly to the historical and archaeological research requirements of NPS *Management Policies 2001*, as cited above. The park will continue to work with qualified professionals, as well as build its own professional capabilities, to support these requirements. Guidelines will be developed to identify, justify, and prioritize future reconstructions, based on research, educational, and interpretive goals.

Pearson Field

When the Hudson’s Bay Company departed Vancouver in 1860, the U.S. Army assumed management of the properties within the boundaries of the Vancouver Barracks Military Reservation. During the early decades of the 20th century, the open fields of Vancouver Barracks were the site of a number of early experimental flights by both civilian and military aviation enthusiasts. In 1925, Pearson Field was formally dedicated within Vancouver Barracks and functioned as an Army Air Corps station during the interwar period between World War I and World War II. Shortly after World War II, the NPS received the site of the Fort and Parade Ground and the city received the airfield for the purpose of aviation operations from the War Assets Administration.

In 1972, the City of Vancouver sold the western portion of the airfield (approximately 72 acres) to the NPS but reserved a 30-year “use and occupancy” of the property allowing for continued operations of the airport until 2002 and development of a new airfield facility at another county location. The Fort Vancouver National Historic Site master plan proposed to reestablish the historic HBC scene in this area after the airfield ceased operation.

In 1996, Congress extended city use of the airfield until 2022. During this extension period general aviation uses may continue subject to FAA approval. After 2022, the focus will be on operations of historic aircraft. Related portions of Public Law 101-523 and a Memorandum of Agreement between the NPS and the city cite the following conditions:

Public Law 101-523, 1997-1996 Interior Appropriations

Sec. 334. The National Park Service, in accordance with the Memorandum of Agreement between the United States National Park Service and the City of Vancouver dated November 4, 1994, shall permit general aviation on its portion of Pearson Field in Vancouver, Washington until the year 2022, during which time a plan and method for transitioning from general aviation aircraft to historic shall be completed; such transition to be accomplished by that date. This action shall not be construed to limit the authority of the Federal Aviation Administration over air traffic control or aviation activities at Pearson Field or limit operations and airspace of Portland International Airport.

Memorandum of Agreement between United States National Park Service and City of Vancouver

February 9, 2007

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places. For further information or if you would like to receive this list weekly via e-mail, contact Edson Beall via voice (202) 354-2255 or E-mail: Edson_Beall@nps.gov

Our physical location address is:

National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, N.W.
Washington D.C. 20005

Please have any Fed Ex, UPS packages sent to the above address. Please continue to use alternate carriers, as all mail delivered to us via United States Postal Service is irradiated and subsequently damaged.

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 1/29/07 THROUGH 2/02/07

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

WASHINGTON, CLARK COUNTY,
Vancouver National Historic Reserve Historic District,
Roughly bounded by an alley N of Officers' Row, East Reserve St., Columbia River, and I-5,
Vancouver, 06001216,
LISTED, 1/05/07

[Links to the Past](#) | [National Park Service Home](#) | [National Register of Historic Places Home](#) |
[Search ParkNet](#) |
[Search National Register Information System \(NRIS\) Data Base](#) |

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Large Format Site Plans

Site Plan #1: Fort Vancouver

Site Plan #2: Fort Vancouver Stockade

Inventory Unit Summary & Site Plan

Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

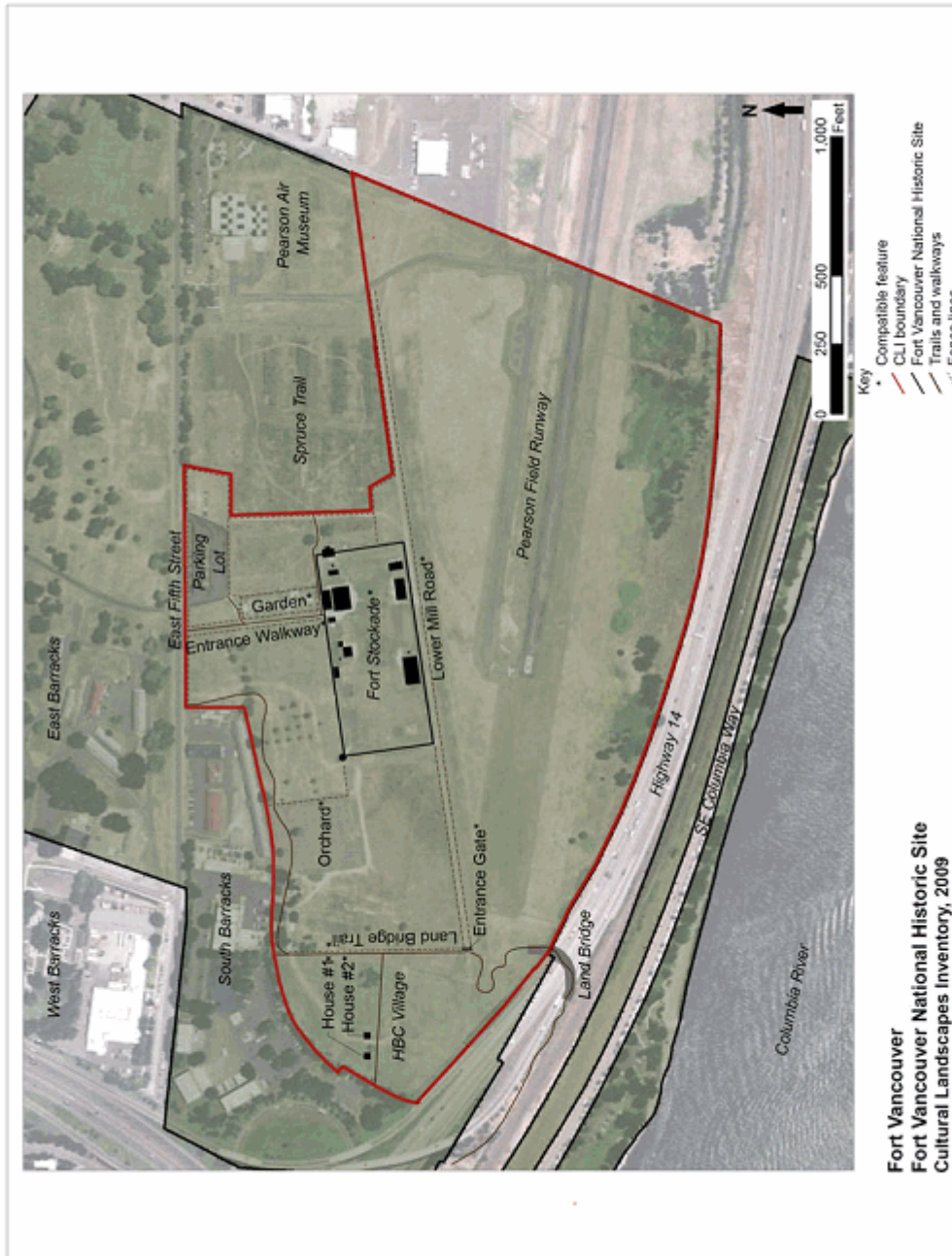
Inventory Unit Description:

Fort Vancouver is a component landscape within Fort Vancouver National Historic Site, a unit of the National Park Service (NPS). Fort Vancouver National Historic Site is part of a larger reserve called the Vancouver National Historic Reserve (VNHR), which encompasses lands owned and managed by multiple government agencies and private land owners. In 2007, the VNHR Historic District was listed on the National Register of Historic Places. As part of the VNHR Historic District nomination, Hudson's Bay Company (HBC) resources were listed under criterion A for their association with the company's occupation and activities in the area and under criterion D for archeological resources dating to the HBC era. HBC resources span across property owned by several government agencies, however the core of the Fort Vancouver development (the stockade and employee village) is located on NPS property. Since the 1960s, the NPS has been incrementally reconstructing the buildings, structures, and landscape features associated with the HBC era of development. In the 2007 VNHR Historic District nomination, the reconstructed buildings and structures were found ineligible for the National Register due to their status as reconstructions and their age of less than 50 years old. However, the NPS manages the fort reconstruction as a cultural resource in accordance with its 2003 General Management Plan (GMP) and is therefore documented as a cultural landscape in the CLI database.

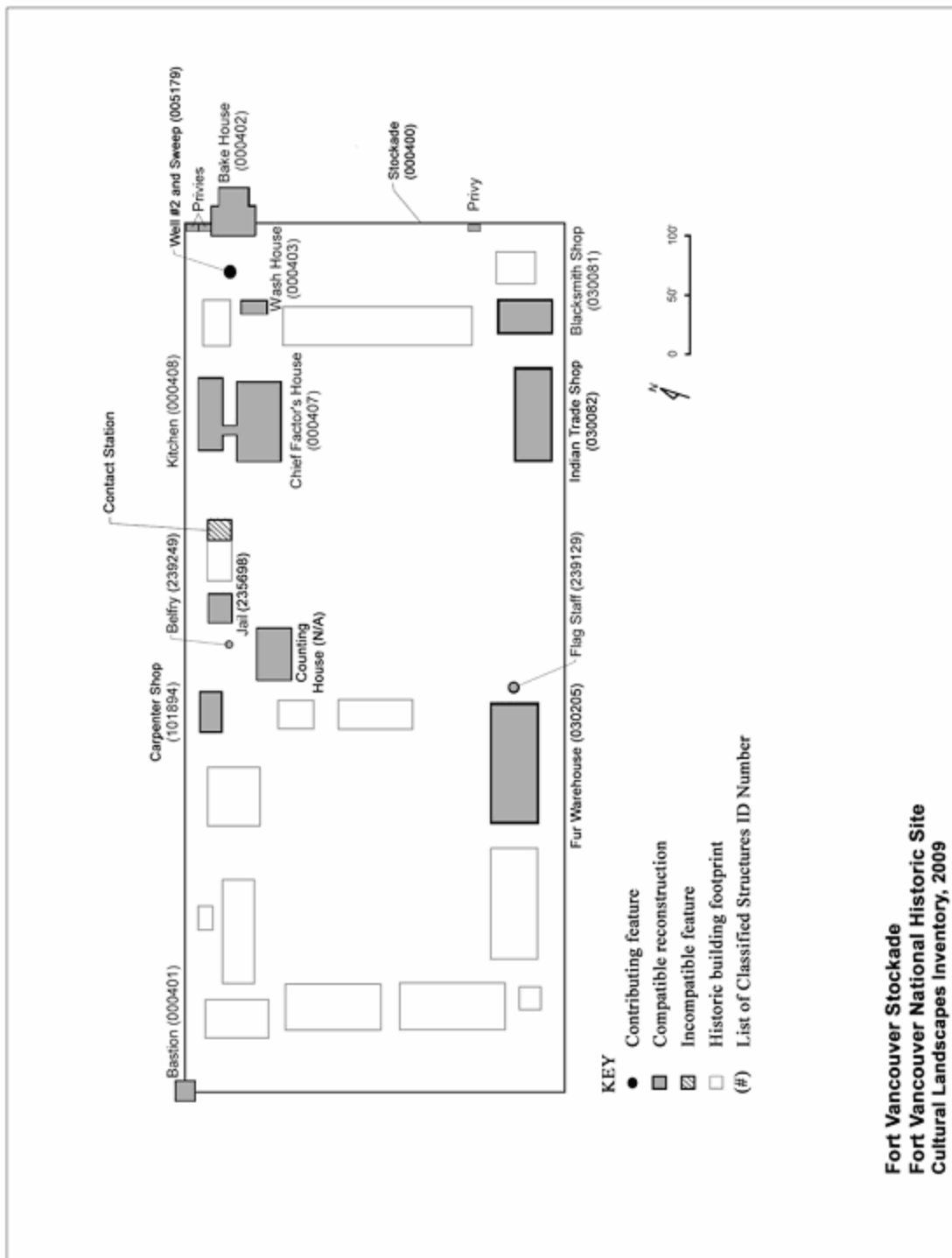
The reconstruction of Fort Vancouver was mandated by Congress in 1966, and although ineligible for the National Register, it is managed as a cultural resource to reflect the Hudson's Bay Company era of occupation. It is located within the larger VNHR Historic District which encompasses several eras of human development from 2500 BP to 1966, but most relevant to this CLI, it was determined eligible under criteria A and D, for its association with the HBC's first trading post in the Northwest that influenced the settlement of the region. The historic era for the HBC, as established by the 2007 National Register Nomination, is 1824-1860, beginning when the HBC established its first settlement in the area in 1824 and ending in 1860 when they left the area and it was assumed by the U.S. Army.

The Fort Vancouver cultural landscape reflects the Hudson's Bay Company development at its peak in 1845. Following the HBC's departure in 1860, the fort was partially razed by the U.S. Army and the remainder was destroyed by a fire in 1866. Between 1860 and NPS ownership in 1948, the area was used for the U.S. Army's World War I Spruce Mill operation, a Civilian Conservation Corps (CCC) camp, the Pearson Field runway, and other U.S. Army developments. Since 1947, numerous archeological investigations have uncovered data from the HBC era that has informed the reconstruction of the fort and employee village. Enough of the Fort Vancouver buildings, structures, circulation routes, agricultural fields and orchard plantings have been reconstructed to effectively convey the historic association, feeling, workmanship, materials, and design of an HBC-era fort. The setting has undergone the most change with the development of the Burlington Northern Railroad berm, Highway 14, and Interstate 5, which have created physical and visual barriers between the fort, the Columbia River, and downtown Vancouver. The following landscape characteristics of the reconstruction help to convey the HBC era of development: natural systems and features, archeological sites, spatial organization, buildings and structures, circulation, vegetation, and small scale features.

Site Plan



Site Plan #1: Fort Vancouver (PWRO, 2009). See Supplemental Information for a larger version of this map.



Site Plan #2: Fort Vancouver Stockade (PWRO, 2009). See Supplemental Information for a larger version of this map.

Property Level and CLI Numbers

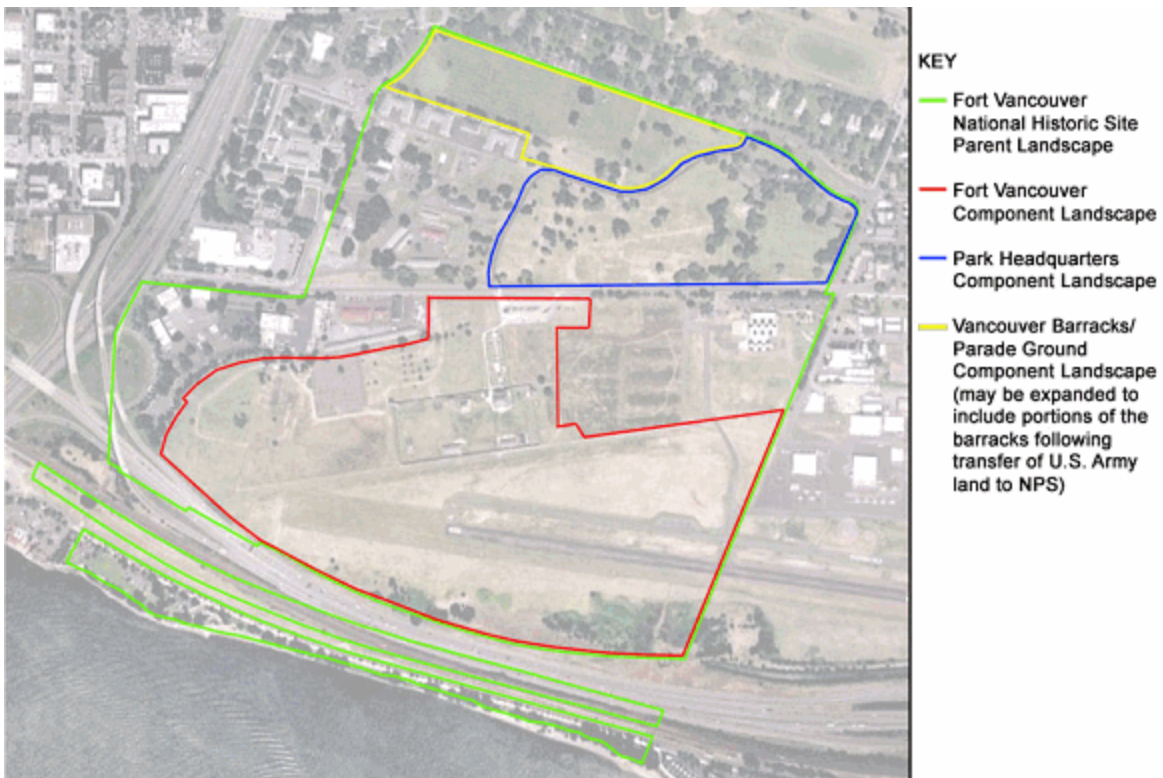
Inventory Unit Name:	Fort Vancouver
Property Level:	Component Landscape
CLI Identification Number:	400177
Parent Landscape:	400015

Park Information

Park Name and Alpha Code:	Fort Vancouver National Historic Site -FOVA
Park Organization Code:	9430
Park Administrative Unit:	Fort Vancouver National Historic Site

CLI Hierarchy Description

Fort Vancouver is one of four component landscapes of Fort Vancouver National Historic Site. The other three components are the Park Headquarters, Vancouver Barracks/Parade Ground, and the McLoughlin House. The parent landscape has a concentration of historic buildings, reconstructed buildings and structures, and archeological sites related to the prehistoric use of the area as well as historic development by the Hudson's Bay Company, U.S. Army, and National Park Service. The physical appearance of the landscape today reflects its rich history of land use and settlement by the different groups. The result is a mixture of architectural styles (such as French-Canadian Vernacular, Victorian, and Modern styles) and open areas (such as the parade ground, fenced fields, and Pearson Airfield) that facilitate a mixture of uses.



Map showing the parent landscape and three of the four component landscapes within Fort Vancouver National Historic Site. The fourth component landscape is the McLoughlin House located in Oregon City, OR.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

The Fort Vancouver CLI was completed in 2009 by Erica Owens and Cortney Cain.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	09/23/2009
National Register Concurrence:	Ineligible -- Managed As Cultural Resource
Date of Concurrence Determination:	01/05/2007

National Register Concurrence Narrative:

In 2007, the resources associated with the Fort Vancouver reconstruction were determined as non-contributors to the Vancouver National Historic District, except for one contributing historic well. This CLI is consistent with the findings of the 2007 nomination and therefore SHPO/Keeper concurrence for this CLI is not required. Once park concurrence is obtained, the CLI will be certified.

Concurrence Graphic Information:

See front matter for copy of concurrence page.

See front matter for copy of National Register listing.

Data Collection Date:	11/01/1993	Recorder:	T. Taylor
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Geographic Information & Location Map

Inventory Unit Boundary Description:

The boundary begins at the northwestern corner of the overflow parking lot for the fort reconstruction and East Fifth Street. It follows the fence line around the overflow parking lot, turns south, following a fence line along the western edge of the Spruce Mill Trail field. The boundary makes a small jog east and then south, following a fence line, until it meets the historic alignment of Lower Mill Road. The

Fort Vancouver

Fort Vancouver National Historic Site

boundary then turns northeast, following the northern edge of the Lower Mill Road alignment until it reaches the eastern park boundary. The boundary then turns southwest, along the park boundary, until it reaches Highway 14. It turns west and parallels the northern edge of Highway 14, until it meets the western park boundary. From here, the boundary follows the current NPS ownership boundary, curving north and east and turning north again until it meets East Fifth Street. The boundary then follows the southern edge of East Fifth Street to its point of origin.

Justification

The boundary is drawn to incorporate those portions of the Fort Vancouver National Historic Site that are owned by the NPS and are actively managed to reconstruct the HBC-era of development. The NPS-owned portion of the Pearson Airfield is also included within the boundary. An agreement exists between NPS and Federal Aviation Administration (FAA) to maintain the agricultural feel of the fort's setting by minimizing the mowing around the runway, keeping the grass long much of the year. The longer grasses help to disguise the runway from a distance and blend the field into the other fields surrounding the fort.

State and County:

State: WA

County: Clark County

Size (Acres): 88.00

Boundary UTMS:

Source: GPS-Differentially Corrected
Type of Point: Area
Datum: NAD 83
UTM Zone: 10
UTM Easting: 526,514
UTM Northing: 5,052,383

Source: GPS-Differentially Corrected
Type of Point: Area
Datum: NAD 83
UTM Zone: 10
UTM Easting: 526,514
UTM Northing: 5,052,328

Source: GPS-Differentially Corrected
Type of Point: Area
Datum: NAD 83
UTM Zone: 10
UTM Easting: 526,446
UTM Northing: 5,052,328

Source: GPS-Differentially Corrected
Type of Point: Area
Datum: NAD 83
UTM Zone: 10
UTM Easting: 526,446
UTM Northing: 5,052,170

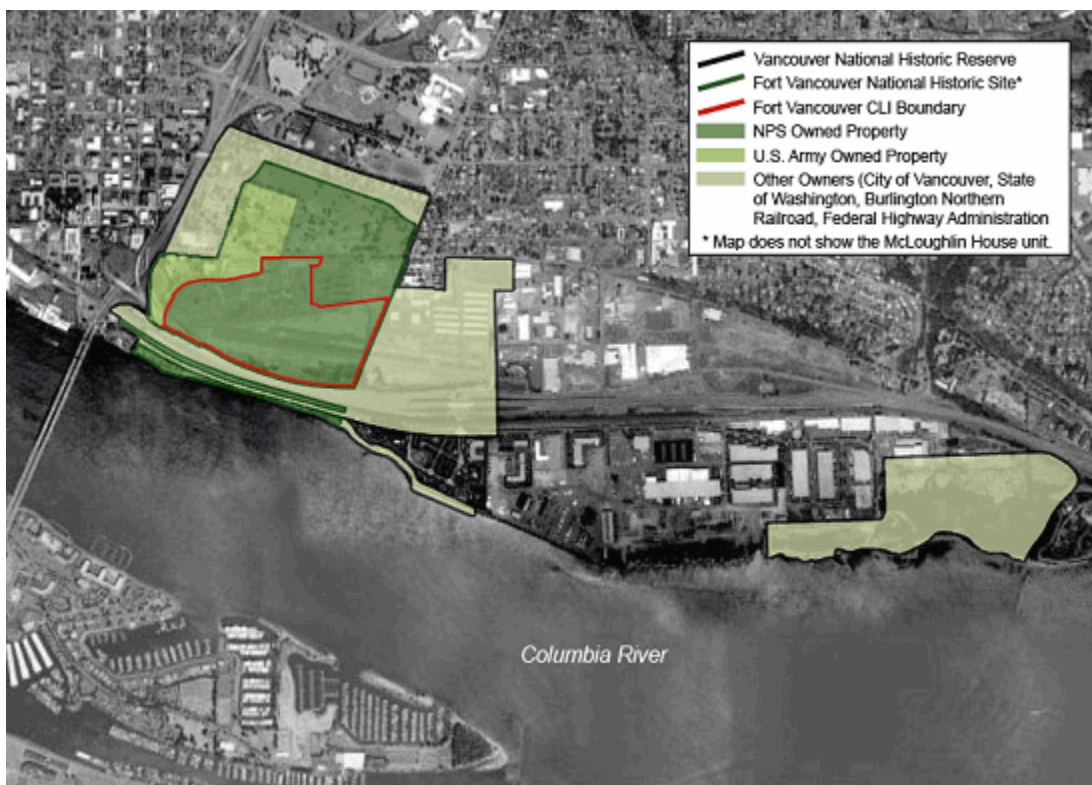
Source: GPS-Differentially Corrected

Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	526,491
UTM Northing:	5,052,175
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	526,511
UTM Northing:	5,052,153
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	526,833
UTM Northing:	5,052,185
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	526,673
UTM Northing:	5,051,792
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10

UTM Easting:	526,206
UTM Northing:	5,051,877
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	525,819
UTM Northing:	5,052,128
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	525,891
UTM Northing:	5,052,252
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	526,060
UTM Northing:	5,052,285
Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	526,253
UTM Northing:	5,052,318

Source:	GPS-Differentially Corrected
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	10
UTM Easting:	526,253
UTM Northing:	5,052,380

Location Map:



The Fort Vancouver cultural landscape is located in the southern portion of the Fort Vancouver National Historic Site.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 08/01/2009

Management Category Explanatory Narrative:

The Management Category for the Hudson's Bay Company Fort Vancouver reconstruction is "Must be Preserved and Maintained" because the reconstruction is related to the historic site's legislated significance as reconstruction of the fort was specifically legislated by Congress in 1965.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Lease

Expiration Date: 1/1/2010

Management Agreement Explanatory Narrative:

The city of Vancouver has a 50-year lease for the NPS-owned portion of Pearson Field, which will end and be renewed in 2010.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

The Fort is open to visitors during business hours.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Resources associated with the HBC era are located on adjacent lands owned by U.S. Army, the city of Vancouver, and the Federal Highways Administration's Western Lands Highway Division Offices, particularly archeological sites for the St. James Mission and HBC cemetery, as well as the Old Apple Tree.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Keeper Documented

National Register Explanatory Narrative:

Fort Vancouver National Historic Site was listed on the National Register in 1966 for its archeological resources associated with Hudson's Bay Company occupation of the site. Since the 1960s, Fort Vancouver has been incrementally reconstructed per Congressional legislation, using the best scientific and professional procedures available, following the guidelines established by the park's earlier master plans from 1969, 1975, and 1978 and the 2003 General Management Plan. In 2007, a National Register nomination was prepared for the Vancouver National Historic Reserve Historic District that included and adequately described the reconstruction. All buildings and structures associated with the reconstruction are non-contributors to the district because they are reconstructed and less than 50 years old, except for one contributing historic well located within the stockade. The NPS manages the reconstructions as cultural resources in accordance with the park's General Management Plan (2003).

Existing NRIS Information:

Name in National Register:	Fort Vancouver National Historic Site
NRIS Number:	66000370
Primary Certification:	Listed In The National Register
Primary Certification Date:	10/15/1966
Other Certifications and Date:	Additional Documentation - 5/23/1972
Other Names:	Vancouver National Historic Re
Primary Certification Date:	01/05/2007

National Register Eligibility

National Register Concurrence:	Ineligible -- Managed As Cultural Resource
Contributing/Individual:	Contributing
National Register Classification:	District
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	D - Has yielded, or is likely to yield, information important to prehistory or history

Period of Significance:

Time Period:	AD 1824 - 1860
Historic Context Theme:	Developing the American Economy
Subtheme:	The Fur Trade
Facet:	Hudson's Bay Company And The Northwest Coast Fur Trade
Time Period:	AD 1824 - 1860
Historic Context Theme:	Peopling Places
Subtheme:	Westward Expansion of the Colonies and the United States, 1763-1898
Facet:	The Fur Trade
Time Period:	AD 1824 - 1860
Historic Context Theme:	Shaping the Political Landscape
Subtheme:	Other Shaping the Political Landscape
Facet:	Other Shaping the Political Landscape

Area of Significance:

Area of Significance Category:	Archeology
Area of Significance Subcategory:	Historic-Non-Aboriginal
Area of Significance Category:	Agriculture
Area of Significance Category:	Commerce
Area of Significance Category:	Education
Area of Significance Category:	Exploration - Settlement
Area of Significance Category:	Industry

Statement of Significance:

Background

Fort Vancouver is a component landscape within Fort Vancouver National Historic Site, a unit of the National Park Service (NPS). Fort Vancouver National Historic Site was listed on the National Register of Historic Places in 1966 for its association with the Hudson's Bay Company. The NPS unit is also part of a larger reserve called the Vancouver National Historic Reserve (VNHR), which encompasses lands owned and managed by multiple government agencies. In 2007, the VNHR Historic District was listed on the National Register of Historic Places for its association with pre-historic Native American, Hudson's Bay Company (HBC), U.S. Army, and National Park Service occupation and developments, and archeological resources. The period of significance is broad, spanning from 2500 BP to 1966 AD. As part of the VNHR nomination, the Fort Vancouver National Historic Site's HBC resources are listed under criterion A for their association with the company's occupation and activities in the area and under criterion D for archeological resources dating to the HBC era. The Fort Vancouver reconstruction (1966 to present) was found ineligible for the National Register due to its status as a reconstruction and its age of less than 50 years old, however, the park manages it as a cultural resource in accordance with its 2003 General Management Plan (GMP) and is therefore documented as a cultural landscape in the CLI database.

Statement of Significance

The Fort Vancouver reconstruction, although ineligible for the National Register, is managed to reflect the Hudson's Bay Company era of occupation of the area. The district was determined eligible under criteria A and D, for its association with the Hudson's Bay Company's primary and administrative trading post in the Northwest that influenced the settlement of region. The historic era for the HBC, as established by the 2007 National Register Nomination, is 1824-1860, beginning when the Hudson's Bay Company established its first settlement in the area in 1824 and ending in 1860 as a result of the occupation of the site by the U.S. Army.

Criterion A

The HBC Fort Vancouver character is nationally significant under Criterion A for its association with HBC establishment of agriculture, commerce, education, exploration/settlement, industry, and politics/government in the Pacific Northwest, as summarized in the VNHR Historic District National Register Nomination (2007):

Established on the north bank of the Columbia River in the winter of 1824-25 (and moved to its final location in 1829), Fort Vancouver played a significant role in Great Britain's attempt to establish or maintain control of the rich resources of the Pacific Northwest in the early nineteenth century. Fort Vancouver became the chief administrative headquarters and the principle supply depot of the Columbia Department of the HBC and within a decade was the hub of all HBC activities west of the Rocky Mountains, including international trade. In the 1830s, Fort Vancouver became the initial destination of missionaries and American settlers, all of whom received material assistance from the HBC in the form of agricultural tools, seed, and livestock. The post was the first area in the Northwest to develop many elements typical of European settlements, such as large-scale agriculture (including the

first wheat grown in the region), a formal garden, large-scale orchards, mills, and the region's first school.

The settlement of the area by the Hudson's Bay Company (HBC) began in late 1824, one mile from the Reserve and was moved to the current Fort reconstruction site in 1829. The 1829 development resulted in a variety of improvements associated with trading, farming, timber harvesting, salmon fishing, shipbuilding, blacksmithing, and coopering operations designed to make the Fort self-sustaining and expand the economic base of the parent company. Facilities developed to support the trading establishment, primarily the stockade and the Fort buildings, were concentrated on the lower open terrace above the north bank of the Columbia River. At the height of HBC development in 1846, agricultural fields, buildings, and structures surrounded the stockade and extended to the east, north, and west.

For the next decade, the HBC and the U.S. Army shared occupancy of the site. Although each entity confined its activities to specific areas, there was some overlap in use, with the U.S. Army leasing buildings from the HBC in the HBC Village (or employee village) and within the stockade (for example the Fur Store was leased in 1849). In 1860, the HBC abandoned their Fort, leaving the U.S. Army to take possession of the entire site.

One well remains from the HBC era and is the only contributing structure within the NPS-owned portion of the VNHR Historic District.

Criterion D

The historic site is nationally significant under Criterion D for archeological sites that have revealed significant historic information and potential to yield further information regarding HBC activities, as summarized in the VNHR Historic District National Register Nomination (2007):

Since initial archeological investigations in 1947, archeological sites have yielded, and continue to yield, important information about the events, processes, design and construction methods, settlement patterns and lifestyles of the HBC in general, both at the Fort itself and at outlying areas such as the HBC Village . . . , St. James Mission, school houses, barns, cemetery, orchard, roads, and agricultural fields. Six known archeological sites are associated with the HBC era, with the potential to find more.

It is fair to state that many of the HBC archeological deposits within the Historic District boundaries represent the premier historical archeological deposits in the Pacific Northwest. Altogether, the combined years of archeological research at Fort Vancouver and its associated sites has resulted in the creation of the world's largest nineteenth-century HBC archeological collection, with over one million HBC-era catalogued artifacts. This collection is housed on site at Fort Vancouver National Historic Site, where it is utilized and accessed by archeologists and researchers as a regional database and type collection of circa 1829-1860 Euro-American material culture. Specific artifact types, such as Austrian glass beads, sherds of Spode/Copeland & Garrett transfer-printed whiteware ceramics, and English hand wrought rosette head nails, have been utilized by regional and national researchers as chronological markers at sites from California to Alaska, and from Hawaii to Montana. This collection

has also been utilized in developing archeological analysis techniques used nationwide such as the dating of window glass sherds through mean thickness data. The intact nature of archeological deposits within the Fort, the HBC Village, and its associated locations, combined with natural and cultural sediment deposits make these sites ideal training grounds for future archeological students.

It is clear that the HBC archeological deposits within the National Register boundary have research potential for answering a number of specific research questions. A large part of the story that these artifacts have to tell is their association with the first industrial revolution in England, and what these artifacts can tell us about the transition between hand-made and industrially manufactured goods. In association with this is the fact that the HBC was a royal chartered company, and played a part in the expansion and dominion of the English empire. These artifacts also speak to those associations. Tied up with the English Empire and its Victorian ideals, Fort Vancouver and its associated village, HBC Village are a perfect place to test research questions concerning the interplay between gender, ethnicity, socio-economic ability, and social class. It is fair to compare Fort Vancouver as a gated community, with the residents within the palisade wall termed and treated as “Gentlemen” of the company, while those who lived in the HBC Village were classified as “Servants” of the Company. These historical realizations are only now being archeologically tested, with artifact assemblages from spatially segregated households inside and outside of the Fort. With a large database of historical records indicating earning potential being tied to gender, place of birth, and social class in general, that is tied to specific households and earning potential, it is possible to use the archeological data between Fort Vancouver and the HBC Village in ways that few other nineteenth-century locations can provide. Finally, the HBC archeological deposits at Fort Vancouver and the HBC Village has tremendous potential to explore a variety of behaviors, such as consumer choice, household demographics, economic ability, social organization, and reactions to global politics.

Fort Reconstruction: Managed as a Cultural Resource

Since the 1960s, Fort Vancouver has been incrementally reconstructed under Congressional mandate, using the best scientific and professional procedures available at the time, and following the guidelines established by the park’s earlier master plans from 1969, 1975, and 1978 and the more recent 2003 GMP. Careful attention was paid to location, size, massing, and materials. The archeological sites, reconstructions, and setting convey the historic HBC’s development related to agriculture, architecture, commerce, education, exploration/settlement, government/politics, and industry. The Fort Vancouver reconstruction consists of the stockade, eleven buildings, flagstaff, belfry, restored well, the employee village entrance gate, lower mill road to the employee village, two employee houses, an orchard, and interpretive garden.

The buildings and features associated with the reconstruction were found ineligible due to the large percentage of existing material being built after the period of significance. The reconstruction does not date to the period of significance and is less than 50 years old. It is therefore non-contributing to the VNHR Historic District. Although the Fort Vancouver reconstruction itself was found ineligible for the National Register, the park manages it as a cultural resource as documented in the park’s General

Management Plan (2003).

The park's General Management Plan (2003) summarizes the decision to manage the reconstruction as a cultural resource:

The decision to reconstruct the stockade and key buildings at Fort Vancouver was made after years of discussion within the NPS and with public and private supporters of the national historic site. The discussion began with the earliest efforts by public groups in the years between 1915 and 1948 to establish a monument or memorial and reconstruct the stockade. It was complicated by conflicting land uses, including the presence of Pearson Airfield and its aviation easement that extended over the stockade site, limiting possibilities for both reconstruction and safe visitation. At the dedication of the monument in 1955, Secretary of the Interior Donald McKay, a descendent of Hudson's Bay Company employees, made it clear that: ". . . the reconstruction of the stockade and buildings is not favored. We would like to replant the orchard, fence in the fields and re-establish the old wagon roads now forgotten [but] the National Park Service does not favor reconstruction of historic structures, particularly when most or all evidence of the original building has disappeared" (Merritt 1993, 28 as quoted in GMP).

In the earliest NPS planning for the site, Fort Vancouver was considered primarily as an archaeological site. The focus was on further archaeological investigations and a museum perched on the bench above the Fort that would utilize artifacts recovered from the site to interpret the Hudson's Bay Company era. The local community, however, continued to lobby for reconstruction, initially by supporting the re-designation of the monument as a national historic site. Such a designation, it was believed, would encourage NPS to interpret and develop the area under the authorities of the Historic Sites Act of 1935.

The National Park Service's Management Policies 2001 reaffirm a long-standing position on the practice of reconstruction within National Park Service sites. The policies (Reconstruction of Obliterated Landscapes 5.3.5.2.4) state:

"No matter how well conceived or executed, reconstructions are contemporary interpretations of the past, rather than authentic survivals from it. The National Park Service will not reconstruct an obliterated cultural landscape unless:

- There is no alternative that would accomplish the park's interpretive mission;
- Sufficient data exist to enable its accurate reconstruction, based on the duplication of historic features substantiated by documentary or physical evidence, rather than on conjectural designs or features from other landscapes;
- Reconstruction will occur in the original location;
- The disturbance or loss of significant archaeological resources is minimized and mitigated by data recovery; and
- Reconstruction is approved by the Director." (National Park Service 2001, 56 as quoted in the GMP)

Ultimately, Congressional action determined that the reconstruction of the stockade and key structures would proceed. In 1965, with the concurrence of NPS Director Hartzog, Congresswoman Julia Butler

Hansen arranged for an appropriation of \$83,000 to reconstruct a portion of the stockade. In subsequent years, through the efforts of Congresswoman Hansen, Congress funded an extensive program of archaeological research and reconstruction. National Park Service planning for the Fort, beginning with the Master Plan for Preservation and Use of Fort Vancouver National Monument, Mission 66 Edition, reversed the initial course and cautiously endorsed reconstruction based on sound research and archaeological investigations and a clear identification of any resultant structures as "replicas." The 1969 Master Plan prepared by the park outlined reconstruction of the stockade, key structures to support "living history" interpretation (a keen interest of Director Hartzog), fields, pasture, and the "original surrounding forest environment."

All future reconstruction at Fort Vancouver will continue to adhere strictly to the historical and archaeological research requirements of NPS Management Policies 2001, as cited above. The park will continue to work with qualified professionals, as well as build its own professional capabilities, to support these requirements. Guidelines will be developed to identify, justify, and prioritize future reconstructions, based on research, educational, and interpretive goals.

State Register Information

Identification Number:	CL058
Date Listed:	06/24/2004
Name:	Vancouver National Historic Reserve Historic District

National Historic Landmark Information

National Historic Landmark Status:	No
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World Heritage Site Information

World Heritage Site Status:	No
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Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Site

Current and Historic Use/Function:

Primary Historic Function: Commerce/Trade-Other

Primary Current Use: Exhibit

Other Use/Function

Fortification-Other

Agricultural Field

Village Site

Other Type of Use or Function

Historic

Historic

Historic

Current and Historic Names:

Name

Fort Vancouver

Hudson's Bay Company Fort

Fort Vancouver National Historic Site

Type of Name

Both Current And Historic

Both Current And Historic

Current

Ethnographic Study Conducted: No Survey Conducted

Associated Group:

Name of Group:	Calapooia
Type of Association:	Both Current And Historic
Name of Group:	Carrier
Type of Association:	Both Current And Historic
Name of Group:	Cascade
Type of Association:	Both Current And Historic
Name of Group:	Chehalis
Type of Association:	Both Current And Historic
Name of Group:	Chinook
Type of Association:	Both Current And Historic
Name of Group:	Clatsop
Type of Association:	Both Current And Historic
Name of Group:	Colville
Type of Association:	Both Current And Historic
Name of Group:	Cowlitz
Type of Association:	Both Current And Historic
Name of Group:	Dalles
Type of Association:	Both Current And Historic
Name of Group:	Delaware
Type of Association:	Both Current And Historic
Name of Group:	English
Type of Association:	Both Current And Historic
Name of Group:	Flat Head
Type of Association:	Both Current And Historic
Name of Group:	French-Canadians
Type of Association:	Both Current And Historic
Name of Group:	Irish
Type of Association:	Both Current And Historic
Name of Group:	Iroquois
Type of Association:	Both Current And Historic

Name of Group:	Japanese
Type of Association:	Both Current And Historic
Name of Group:	Klikitat
Type of Association:	Both Current And Historic
Name of Group:	Quinalt
Type of Association:	Both Current And Historic
Name of Group:	Scottish
Type of Association:	Both Current And Historic
Name of Group:	Native Hawaiians
Type of Association:	Both Current And Historic
Name of Group:	Métis
Type of Association:	Both Current And Historic
Name of Group:	Multnomah
Type of Association:	Both Current And Historic
Name of Group:	Nez Perce
Type of Association:	Both Current And Historic
Name of Group:	Nisqually
Type of Association:	Both Current And Historic
Name of Group:	Ojibwa
Type of Association:	Both Current And Historic
Name of Group:	Orkney Islander
Type of Association:	Both Current And Historic
Name of Group:	Pend O' Reille
Type of Association:	Both Current And Historic
Name of Group:	Portuguese
Type of Association:	Both Current And Historic
Name of Group:	Rogue
Type of Association:	Both Current And Historic
Name of Group:	Shasta
Type of Association:	Both Current And Historic
Name of Group:	Shetland Islander

Type of Association:	Both Current And Historic
Name of Group:	Snohomish
Type of Association:	Both Current And Historic
Name of Group:	Spokane
Type of Association:	Both Current And Historic
Name of Group:	Umpqua
Type of Association:	Both Current And Historic
Name of Group:	Walla Walla
Type of Association:	Both Current And Historic
Name of Group:	Wasco
Type of Association:	Both Current And Historic
Name of Group:	Yakama
Type of Association:	Both Current And Historic

Chronology:

Year	Event	Annotation
AD 1824 - 1825	Settled	The first HBC fort was built one mile east of the current Fort reconstruction, outside of the current park boundary.
AD 1829	Built	The second, and final, HBC Fort was constructed at the current fort reconstruction site.
	Built	Circa 1829, the HBC flagstaff was constructed.
AD 1829 - 1846	Cultivated	Farm production grew steadily at Fort Vancouver from 120 cultivated acres in 1829 to 1,420 acres in 1846.
AD 1830 - 1839	Built	Circa 1830s, the HBC Village entrance road (or Lower Mill Road) from the main (southern) entrance of the fort stockade to the waterfront and the cultivated fields was constructed.
	Built	A gate at the western end of the Lower Mill Road, near the HBC Employee Village, was constructed, circa 1830s.
AD 1832	Established	The HBC school was established.
AD 1834	Planted	Although the HBC planted their first apple trees at Fort Vancouver as early as 1826 or 1827, direct historical evidence of a formal orchard is not recorded until circa 1834.
AD 1835	Built	The HBC belfry was constructed, circa 1835.
AD 1836 - 1841	Built	The HBC blacksmith shop was constructed.
	Built	The HBC Indian trade shop was constructed.
AD 1837 - 1838	Built	The HBC kitchen was constructed.

	Built	The HBC Chief Factor's house was constructed.
AD 1839	Ranched/Grazed	Over eight hundred head of cattle were grazed in Fort Vancouver pastures.
AD 1840	Built	The HBC wash house was constructed, circa 1840.
AD 1841	Built	The HBC fur warehouse was constructed.
AD 1841 - 1844	Built	The HBC jail was constructed.
AD 1843	Settled	By this time, over 1,000 American settlers had established themselves in the Willamette Valley and the economic base began to shift from Fort Vancouver to the valley settlements.
	Established	The settlers of Willamette Valley voted to form a provisional government.
AD 1844	Built	The HBC bake house was constructed.
AD 1844 - 1845	Built	The HBC carpenter shop was constructed.
AD 1844 - 1860	Settled	Kanaka William, an influential religious leader, settled in the HBC employee village.
AD 1845	Planted	The HBC orchard was planted.
AD 1845 - 1846	Built	St. James Catholic Mission was built beyond the confines of the stockade (and outside today's park boundaries).
AD 1845	Built	The HBC bastion was constructed, circa 1845.
	Built	The HBC well was constructed, circa 1845, the only remaining built feature that exists today from the HBC era.

	Developed	The height of HBC development had been reached at the Fort.
AD 1846	Established	The Treaty of Oregon was signed, which established the boundary between Great Britain's territory and the U.S. at the forty-ninth parallel.
	Established	By this year, a system of wagon roads had been developed that emanated from the Fort to connect to the Columbia River, the HBC employee village and agricultural fields.
	Ranched/Grazed	1,915 cattle were present within Fort Vancouver's boundaries.
AD 1849	Established	The U.S. Army occupied a portion of the lands claimed by the HBC, where they established Camp Vancouver.
	Moved	The HBC moved its main depot from Fort Vancouver to Fort Victoria in British Columbia.
	Established	The U.S. Army established the Vancouver Barracks to defend settlement of the Oregon Territory.
AD 1860	Abandoned	The HBC abandoned Fort Vancouver, leaving the U.S. Army to take possession of the entire site.
	Demolished	The U.S. Army removed all but a few houses in the HBC employee village and most of the HBC structures near the river.
AD 1866	Destroyed	Remaining structures and stockade walls of Fort Vancouver burn to the ground in a mysterious fire.
AD 1879	Established	Fort Vancouver was officially renamed Vancouver Barracks by the U.S. Army.
AD 1908	Built	The Spokane, Portland, and Seattle Railway berm (now Burlington Northern Railroad) was constructed to the south of the Fort along the Columbia River, creating a physical and visual barrier between the Fort and river.

Fort Vancouver
Fort Vancouver National Historic Site

AD 1917 - 1918	Built	The U.S. Army constructed and operated the Spruce Mill to supply lumber for airplanes during World War I. A large portion of the fields previously occupied by HBC were developed into a mill. A railroad spur from the main railway into the site was constructed to transport materials.
AD 1923 - 1941	Built	Pearson Airfield was developed by the U.S. Army Air Service in the general area of the Fort. In 1925, the U.S. Army removed Spruce Mill buildings to make room for a new runway at Pearson Field. The airfield was then transferred to the city of Vancouver.
AD 1936	Built	By 1936, approximately 16 buildings were constructed in the general proximity of the HBC Employee Village for the headquarters of the Ninth Corps of the Civilian Conservation Corps (CCC). Most buildings were removed by 1966, except for one office building that is still located on U.S. Army land.
AD 1940 - 1945	Built	In the early 1940s, Highway 14 was constructed paralleling the north side of the railroad berm, creating another barrier between the Fort and the Columbia River.
AD 1947	Excavated	Initial archaeological investigations began at the HBC site.
AD 1948	Established	An Act of Congress authorized Fort Vancouver National Historic Monument.
AD 1950 - 1959	Removed	The U.S. Army removed the Spruce Mill railroad spur built in 1918.
AD 1952 - 1954	Built	In the 1950s, I-5 was constructed along the western boundary of the current day Fort Vancouver National Historical Park and the Vancouver National Historic Reserve, bisecting road that historically connected to downtown Vancouver, such as East Fifth Street.
AD 1961 - 1962	Planted	An interpretative orchard was planted by the NPS, but was not sited in its historic location.
AD 1961	Established	The Fort was redesignated as a National Historic Site.

AD 1966 - 1973	Reconstructed	The HBC stockade was reconstructed.
AD 1966	Removed	By this year, all remaining CCC-era buildings were removed from NPS-owned land. One office building still remains on U.S. Army land.
AD 1972	Altered	The western portion of Pearson Airfield was purchased by the NPS from the city of Vancouver. The runway was modified to allow HBC reconstructions. The city has a 50-year lease (ending in 2010) for the NPS-owned portion of the field.
	Reconstructed	The HBC bastion was reconstructed.
AD 1974	Reconstructed	The HBC bake house was reconstructed.
AD 1976	Reconstructed	The HBC Chief Factor's house, kitchen, and wash house were reconstructed.
	Built	An NPS contact station was constructed inside the fort entrance.
AD 1980 - 1989	Altered	In the 1980s, Highway 14 was realigned to accommodate a new clover leaf on-ramp to I-5.
AD 1981	Reconstructed	The HBC blacksmith shop and Indian trade shop were reconstructed.
AD 1992 - 1994	Reconstructed	The HBC fur warehouse was reconstructed.
AD 1994	Reconstructed	The HBC belfry was reconstructed.
AD 1995	Reconstructed	The HBC flagstaff was reconstructed.
AD 1997	Reconstructed	The HBC carpenter shop was reconstructed.

AD 2001	Reconstructed	The Lower Mill Road between the HBC employee village and southern fort entrance was demarcated with fencelines and entrance gate constructed at the western end of the road's alignment.
	Reconstructed	The HBC well sweep was reconstructed. The underground stone lining of the well is the only original structure remaining within the HBC stockade.
	Reconstructed	The HBC jail was reconstructed.
AD 2003	Reconstructed	The HBC counting house/new office was reconstructed.
	Reconstructed	A second orchard was planted in an accurate location with historically appropriate apple tree species.
AD 2004 - 2009	Removed	Apple trees from the Mission 66 era orchard were removed due to disease, leaving only a few pear and cherry trees.
AD 2007	Reconstructed	The HBC Employee Village House #1 was reconstructed.
	Built	The land bridge over Highway 14 and access trail through the HBC Employee Village was completed.
AD 2007 - 2009	Altered	Walkways and paths throughout the fort stockade and garden were surfaced with decomposed granite.
AD 2009	Reconstructed	The HBC Employee Village House #2 was reconstructed.

Physical History:

[The following narrative is excerpted from the 2007 National Register Nomination for the Vancouver National Historic Reserve Historic District.]

Prehistoric/Contact Native American Era, 500 BC-1824 AD

The Portland/Vancouver basin contained one of the densest populations of American Indians north of Mexico in the eighteenth and early nineteenth century. The resident population of approximately 4-5,000 Chinookan people swelled to nearly 10,000 during the spring run of salmon (Boyd and Hayda 1987). The seasonal influx of people during the salmon runs and the presence of the major rivers brought distant people together. Both riverine and interior peoples, including Chinook, Cowlitz, Klickitat, Taidnapam, Shahala, Kalapuya and Molala congregated in the area during the spring. People had access to the abundant fish, game, bulbs, roots, and other resources of the basin through marriage and other kinship ties.

The Fort Vancouver National Historic Site is located on a former area of prairie and wetlands that formed a highly productive location for native food resources. In the mid-nineteenth century, this place was called Fort Plain through its association with the Hudson's Bay Company's Fort Vancouver. Fort Plain was the terminus of the Klickitat Trail that linked the interior Klickitat and Taidnapam people to the riverine Chinook people, and linked the resources of the river (smelt, sturgeon, salmon, and wapato), with that of the prairies and mountains (camas, oak, berries, game animals) (Norton et al. 1983). Prehistoric features such as pits, hearths, midden-like deposits, and postholes found within the Fort Vancouver National Historic Site confirm that Native Americans occupied Fort Plain prior to Euro-American contact.

Since 1824, the HBC, U.S. Army, National Park Service, City of Vancouver, and other entities have heavily developed the Fort Plain and the north bank of the Columbia River. As a result, the landscape is not recognizable from its pre-1824 appearance. The activities of Native Americans along the Columbia River prior to 1824 are reflected in the archeological sites within the Fort Vancouver National Historic Site.

Hudson's Bay Company Fort Vancouver Era, 1824-1860

Establishment of the Hudson's Bay Company's Fort Vancouver

The published journal of Captain James Cook's voyages to the Pacific Northwest sparked a European and American race to the Pacific coast of North America to exploit the vast fur riches and the developing Chinese market for these furs. Among the earliest of these new adventurers were a former lieutenant in the British Navy, John Meares, and an English trader named William Douglas. Under the flags of England and Portugal, Meares and Douglas established a post at Nootka, Alaska in 1788, which was later challenged by Spanish naval forces. Later that year, Americans Robert Gray and John Kendrick, financed by a Boston syndicate interested in the fur trade, arrived in Northwest waters. In 1792, Gray passed through the entrance to a great river, which he named for his vessel, the Columbia. During this same year, George Vancouver discovered and explored Puget Sound in what is now Washington State. Following Lewis and Clark's 1804-1806 overland expedition to the Pacific, American

John Jacob Astor organized the Pacific Fur Company. In 1811, this firm established a fur trading post near the mouth of the Columbia River, Fort Astoria, later followed by other posts in the region. The Pacific Fur Company operated in competition with a Canadian firm, the North West Company, a powerful fur trading firm based in Montreal.

Thus began a long contest of ownership for the Oregon Country, bounded by the Spanish territories to the south, the Rocky Mountains to the east, the Pacific Ocean to the west, and extending indefinitely to the north. The United States rested its claim on the voyages and discoveries of Robert Gray. Great Britain's interests were based on rights ceded by Spain after the Nootka controversy, on the expeditions of Vancouver and Meares, and on a 1793 overland trip made to the coast of British Columbia from Montreal by Alexander Mackenzie of the North West Company. In principal, both countries accepted the idea of partition yet disagreed over the location of the southern boundary, leaving in doubt the future ownership of the lands between the Columbia River and what is now the Canadian border.

On the east side of the Rockies during this period, the North West Company was engaged in a battle with its powerful rival, the Hudson's Bay Company. The latter firm had been established by a charter granted in 1670 by Charles II to his cousin Prince Rupert and Rupert's associates. The contract included instructions to work for the discovery of the Northwest Passage and to find trade in furs and other commodities. It also conveyed ownership and a trade monopoly of a vast territory drained by the waters running into Hudson's Bay in North America. In March of 1821, the HBC and the North West Company merged. The charter and name of the HBC were retained, as was the organization of its London headquarters, which directed operations through a Governor and Committee. Under the union, North America was divided into two districts: the Northern Department of Rupert's Land, covering all country north of the boundary with the United States and west of the west shore of Hudson's Bay to the Pacific Ocean, including New Caledonia (now British Columbia); and the Southern Department of Rupert's Land, covering the territory east of the Northern Department's boundaries, including Lake Huron and Lake Superior. Each was to be managed by a governor appointed from London, and two councils, comprised of HBC partners, field agents, and chief factors, who were generally responsible for districts within each department and who managed the posts or fur brigades.

George Simpson, a Scot in service with the HBC in North America, was appointed Governor of the Northern Department. In 1826, he was also appointed head of the Southern Department and, from that time on, effectively administered all the HBC's activities in North America. Governor Simpson's first visit to the Columbia resulted in significant and far-reaching changes in the operations of the HBC's westernmost region. Most notably, he expanded HBC operations into the Snake Country, and south towards California, before a settlement of the boundary issue should close the rich fur-bearing region to the British; his intent was to strip the regions of their fur resources and thus discouraging American business there. In addition, Simpson instituted rigorous economies, including a reduced reliance on imported foods, and was determined to develop an agricultural program that would not only supply the needs of the posts, but that would also become a profitable branch of the export trade.

In the fall of 1824, soon after his arrival at the mouth of the Columbia River in what is now

Astoria, Oregon, Simpson ordered the abandonment of Fort George, an HBC post on the southern banks of the Columbia River, and the construction of Fort Vancouver on the north side of the Columbia. Land north of the river was in territory that was still possible for the British to hold and to which supplies for interior posts could be delivered directly from the sea, rather than overland. Fort Vancouver would provide a means of retaining land north of the Columbia River under British dominion. In the summer of 1824, Great Britain and the United States suspended boundary negotiations, which, while leaving the ultimate settlement of the dispute in doubt, resulted in the HBC determination to exploit the trade potential in the Pacific Northwest and to reinforce Great Britain's claim to the territory in dispute, the area between the forty-ninth parallel and the lower Columbia River.

Fort Vancouver was soon to become the HBC's administrative headquarters west of the Rocky Mountains and assured Great Britain's preeminence in the region for the next twenty years. From the post, a great network of fur trading posts in the Pacific Northwest Region was established, largely successful in beating back American competition for furs and trade. Ironically, it was also Fort Vancouver, under the aegis of its long-time administrator, Chief Factor John McLoughlin, that offered aid and assistance to an ever-increasing influx of American immigrants who would eventually overrun the region and lead to the establishment of the U.S.-Canadian boundary at the forty-ninth parallel.

Main Depot of the Columbia Department

Immediately after Simpson's return to Fort George, a party was dispatched to start construction of Fort Vancouver. A stockade was built about a mile from the river bank on the bluff overlooking the river plain. On March 18, 1825 Simpson recorded in his journal: "The Fort is Well picketed covering a space of about 3/4ths of an acre and the buildings already completed are a Dwelling House, two good Stores an Indian Hall and temporary quarters for the people" (Merk 1931, 124). It appears that the quarters for employees consisted of tents and structures made of other non-permanent materials: Botanist David Douglas, who arrived at the new post on a collecting trip for the Horticultural Society of London in April of 1825, was housed in a tent and, later, a bark hut near the river. Fur trapper Jedediah Smith, who arrived at the post at the end of 1828, noted the Fort had "...a fine garden, some small apple trees and vines" (Rich 1947, 68-69).

On March 19, 1825, everyone at the new post gathered at sunrise to watch a flag raising ceremony at which Simpson proclaimed the name of the new post, Fort Vancouver. After the dedication Simpson departed for the east, leaving Chief Factor John McLoughlin in charge of the new establishment.

Between 1824 and 1827, the boundary issue still hung over the new post, as did Simpson's plans to establish a new depot at the Fraser River that would combine the entire New Caledonia and Columbia departments into one administrative unit. The new depot was to be built at the mouth of the Fraser River (located in today's British Columbia), a river that Simpson mistakenly believed would supply easy access to both districts and to the coast. McLoughlin therefore limited the development of Fort Vancouver—"I erected only such Buildings at this

place as are immediately required” (Rich 1941, 32), he told London in a September 1826 letter--apparently anticipating a settlement in which the Columbia would become the boundary, and fur trading to the south would become impossible, making Fort Vancouver's location at the south edge of the British territory operationally inefficient. However, in August of 1827 the joint-occupation of the disputed territory was indefinitely extended, and it became clear Fort Vancouver could continue to act as a locus from which fur brigades could be sent south, as well as north and east.

Moreover, in the course of a fall 1828 trip to Fort Vancouver, George Simpson descended the Fraser River and determined the journey dangerous and untenable. Plans to establish the Columbia Department's main depot at its mouth were scrapped and Fort Vancouver became the permanent supply depot for all of the department's posts in Columbia and New Caledonia. The location of the original stockade, at least a mile from the Columbia River, was not practical for the increasing amounts of goods and material which would have to be moved in and out of the depot enroute to and from other posts, England, and (as the envisioned agricultural and industrial production plans materialized) Hawaii, California, and Russian outposts in Alaska. Hauling water to the stockade, with an increased complement of employees stationed there to perform depot duties, would be inefficient. Moreover, the high, naturally defensible site designed to repel Native American attacks had proven unnecessary. Thus, in the winter of 1828-29, or possibly in the early spring of 1829, construction began on a new stockade on the plain lying along the river, about four hundred yards from its bank.

The plain on which the new stockade was situated came to be called Fort Plain. It was the functional and approximate geographic center of Fort Vancouver's lands, which, at its greatest extent, fronted the Columbia River for about twenty-five miles, and stretched northward from it for distances varying from four to fifteen miles. All principal roads led to and from the 1828-29 stockade, connecting it to the post's other agricultural centers, referred to as farms, to the north, east and west; to its mills six miles to the east; to its employee and riverfront activities, west and south of the stockade; and to overland routes connecting the post with the outside world.

Legend maintains the state's first grist mill was built and operated at Fort Vancouver in the early years of its establishment. In 1828-1829, a horse and oxen powered grist mill was definitely located just north of the new stockade; a water-powered grist mill was later built six miles east of the post.

The following paragraphs regarding the HBC Village is modified from Wilson, Douglas C., Robert Cromwell, and Theresa D. Langford's *Excavation and Laboratory Procedures Manual*, 2001. The manuscript is on file at the Fort Vancouver National Historic Site, Vancouver, Washington:

To the southwest, over 800' from the Fort Vancouver stockade complex, the HBC Village (or Kanaka Village) was located. The following description of the HBC Village comes from a report written by Douglas Wilson, et al. The term "Kanaka" was used to designate employees of Native Hawaiian ancestry, however it is known that the HBC Village was home to people of

various Native American ancestries, French-Canadians, Scottish, English, Americans, and possibly Portuguese. The HBC Village was perhaps the most diverse and cosmopolitan settlement on the entire Pacific Coast in the early nineteenth century, and was the largest Euro-American settlement between Spanish California and Russian Alaska until circa 1845. Population numbers in the HBC Village during the 1829-1845 period are sketchy at best, but it has been estimated that between 1827-1860 the Fort employed 1,090 people (Kardas 1971, 169). It is likely that many of these employees had additional family members, and that most represented in this number lived in the HBC Village. It has been variously estimated that the HBC Village contained between twenty and sixty residential structures and it has been recorded that these may have been arranged in ethnic neighborhoods. In one of these houses lived a Hawaiian man known as Kanaka William who was an influential religious leader of the HBC Village between 1844 and 1860.

Along the riverfront to the south of the HBC Village was an industrial center for the HBC, containing a Salmon Store (a warehouse for salting and shipping salmon), a wharf, a piggery, cooper's shop, boat houses, blacksmith, and a stockaded hospital area. Much of this activity was centered on the bank of a pond that had an outlet into the Columbia River. During this period, McLoughlin, under instructions from Simpson and the HBC's London headquarters, established the HBC's coastal trade, which continued to be directed from Fort Vancouver until the Columbia Department headquarters was moved to Victoria, BC, in 1849. In 1827, a thirty-ton sloop, the *Broughton*, was built on the river about 1/4 mile from the stockade. In 1828, a sixty-ton craft, the *Vancouver*, was launched. In the 1830s and 1840s the marine department of the depot continued to grow. By 1836, the HBC had seven vessels employed on the coast. A wharf or landing jetty was erected to move the shipments of furs and goods in and out of the depot. In 1827, McLoughlin shipped barrels of salted salmon from Fort Vancouver to California, initiating the region's commercial salmon business.

During the years after 1829, the posts maintained by the HBC through Fort Vancouver included Fort George (reoccupied in 1829), Chinook or Pillar Rock, Cape Disappointment, Fort Umpqua, Fort Nez Percés, Fort Boise, Fort Hall, Fort Okanagan, Fort Colville, Kootenai Post, Flathead Post, Coweeman, and later, Champoeg in the Willamette River valley. Under the HBC's later subsidiary, the Puget's Sound Agricultural Company, two additional posts were supervised from Fort Vancouver: Cowlitz Farm and Fort Nisqually. McLoughlin established trading relationships with regional native tribes. Important figures in the relationship between the local Chinookan tribes included Chief Casino and Chief Comcomly who were competing rivals for HBC's favor.

For many years Fort Vancouver served as the collection point for furs from these posts, and as the distribution center for supplies and trade goods from London, agricultural produce and equipment from Fort Vancouver, and items manufactured at Fort Vancouver. In addition, McLoughlin, as head of the Columbia Department at Fort Vancouver, presided over the establishment and operations of a general trading post in San Francisco between 1841 and 1845, and had jurisdiction over an agency established in the Hawaiian Islands in 1833.

Large-Scale Farming

When the post reached its maximum development in the 1840s, the HBC farm consisted of three great open spaces in the forest lands along the Columbia River: Fort Plain, Lower Plain and Mill Plain, and several smaller plains north and east of the post, jointly referred to as the Back Plains. The HBC also had a sawmill, grist mill, and associated structures, located six miles east of the stockade.

The farms at Fort Vancouver were generally worked by Company employees not assigned to other tasks. However, during planting and harvesting season, all available hands were employed. In addition to Hawaiians, French-Canadians, Orkney men, others from the British Isles, and local Native Americans were hired to work in the fields. After the 1840s, the Company came to increasingly rely upon Chinook Indian or tribal labor. Farm laborers were usually supervised by a clerk appointed to Fort Vancouver by the HBC. Periodically, the HBC employed farm specialists, such as shepherds, or dairymen from England.

Farm production grew steadily at Fort Vancouver from 120 cultivated acres in 1829 to 1,420 acres in 1846. Livestock production also rose significantly, although the latter years are hard to assess, since many cattle and sheep at the post were transferred to the farms at Fort Nisqually and Cowlitz. Visitors were almost unanimously impressed with the scale and scope of the farm operations. By 1837, Simpson reported:

“The fur trade is the principal branch of business at present in the country situated between the Rocky Mountains and the Pacific Ocean. On the banks of the Columbia river, however, where the soil and climate are favorable to cultivation, we are directing our attention to agriculture on a large scale, and there is every prospect that we shall soon be able to establish important branches of export trade from thence in the articles of wood, tallow, hides, tobacco, and grain of various kinds.

“I have also the satisfaction to say, that the native population are beginning to profit by our example, as many, formerly dependent on hunting and fishing, now maintain themselves by the produce of the soil.

“The possession of that country to Great Britain may become an object of very great importance, and we are strengthening that claim to it (independent of the claims of prior discovery and occupation for the purpose of Native American trade) by forming a nucleus of a colony through the establishment of farms, and the settlement of some of our retiring officers and servants as agriculturists.” (British and American Joint Commission Vol. XIII, 36)

By far the most important cash-barter crop at Fort Vancouver was wheat. Great quantities of it were raised, particularly after the establishment of the Puget's Sound Agricultural Company, and the development of an export trade to the Russian settlers in Alaska. Much of the wheat was ground into flour in the Fort's gristmill. Towards the mid-1840s, wheat was shipped into the Fort's mill from the Willamette Valley by bateau and barges, and flour shipped out to the Russians in Alaska. Great quantities of peas were raised for provisions for the Department's posts. Barley, oats and buckwheat were also important crops, and for some years, Indian corn. Potatoes were another mainstay, and although production figures are often missing for this

crop, it is almost certain it was raised throughout this historic period. Acreage was planted in turnips, upon which sheep, and possibly pigs, were over-wintered.

Initially the livestock operation at Fort Vancouver was intended to provide meat for the HBC's own posts and coastal vessels in the Columbia Department, in the form of salted beef and pork and, presumably, dairy products. Later, salted pork, butter, and wool became major export items. Plans to export hides and tallow apparently never materialized to any great degree. By 1839, there were over eight hundred head of cattle grazing in Fort Vancouver pastures and, according to one source, by 1846 there were 1,915 cattle at Fort Vancouver. In addition to the Fort's breeding program, several cattle drives from California had brought the HBC an increase in stock. Because horses were required in great numbers as transportation, sometimes for food (in the early years), for the fur trade, and for large-scale farm work, it was apparently decided to breed them at the post, rather than rely on trading for them with the Native Americans, primarily the Nez Perce.

Raising hogs was an early and important agricultural activity at the post, particularly for use in supplying the interior posts with foodstuffs in the form of salted pork and, later, to fulfill a contract with the Russian American Company. Because pigs were fast breeding, McLoughlin was able to report in 1829 that he would salt more than forty barrels of pork that year. Simpson's original goal was to produce enough pigs to produce 10,000 pounds of cured pork each year. In 1845, British Lieutenants Warren and Vavasour reported there were over 1,500 pigs at Fort Vancouver. By 1844, the HBC had imported some Berkshire hogs to improve the herd.

In 1839, the HBC established a subsidiary company, the Puget's Sound Agricultural Company, to handle a contract the Company had made with the Russian American Company in Alaska. In exchange for trading rights and a lease to establish posts on the Alaskan coast, the HBC agreed to provide the Russians with an annual rent of otter skins and with 8,400 bushels of wheat, wheat flour, barley, peas, salted beef, butter, and manufactured items. Neither Fort Vancouver nor Fort Langley, the only other departmental post producing foodstuffs in any quantity, could meet the contract. The Puget's Sound Agricultural Company was incorporated to develop additional farms within the Department and to develop an international market for produce from the Pacific Northwest. Fort Nisqually and Cowlitz Farm were transferred to the new firm, as were most of the livestock and farm implements in the Department.

McLoughlin was appointed to head this enterprise, in addition to his continuing duties as administrative head of all the HBC posts west of the Rocky Mountains. While in theory and in law the two companies were separate, in practice the operations of the two were mixed. Farming continued on a large scale at Fort Vancouver, which served as a way station for livestock heading north to the Puget's Sound Company farms, and which was further developed in order to meet the Russian contract.

Sheep eventually became the most important livestock at Fort Vancouver, providing large quantities of wool for export to London. In the 1840s, the number of sheep owned by the Puget's Sound Agricultural Company rose from 2,342 reported in 1841, to 10,578, reported in

1846. This included sheep at Fort Nisqually, Cowlitz Farm and Fort Vancouver. Between 1842 and 1847 over 60,000 pounds of wool and over 2,000 sheepskins were shipped to London. At Fort Vancouver, a serious effort was made to improve the native stock, imported primarily from California, through the use of blooded sheep from England, including Merinos, Saxories and Leicesters.

Agricultural activities of the HBC resulted in large open fields and cultivated orchards surrounding the Fort. Fields on the river terrace to the north of the Fort were eventually developed by the U.S. Army and later the National Park Service and no longer reflect their historic agricultural use. Fields directly adjacent to the Fort have historically been used for the U.S. Army's Spruce Mill, CCC headquarters, and Pearson Airfield. However, with the removal of much of these developments, leaving only the historic hangars of Pearson Airfield, the areas around the Fort are now uncultivated grass fields that help to convey the historic setting of the Fort. In addition, a portion of the historic orchard to the northwest of the Fort has been recently reconstructed.

Religion/St. James Mission

The HBC required that all residents of the posts in the Northern Department attend religious services on Sunday. At Fort Vancouver, two services were held in the dining hall of the Manager's Residence, or Big House: an Anglican service conducted in English by James Douglas or a clerk and a Catholic mass read in French by McLoughlin. The first official Catholic mass in "lower" Oregon was held in 1838 by French Catholic priests Francois Norbert Blanchet and Modeste Demers, dispatched after negotiations with the HBC by the Bishop of Juliopolis near the Red River in Canada. The priests were given a building within the stockade to use as a church and resided at the fort when not administering to the missions and other Columbia Department posts. They performed baptisms, weddings, and funerals for the HBC employees and laborers, and later, U.S. Army servicemen. Circa 1844, the HBC offered Father Blanchet a tract of land north of the stockade and in 1845-46 a new church was built beyond the confines of the stockade, establishing St. James Mission.

Education/Schoolhouses

In 1835, Rev. Samuel Parker wrote, "Half of a new house is assigned me, well furnished, and all attendance which I could wish, with access to as many valuable books. There is a school connected with this establishment for the benefit of the children of the traders and common laborers, some of whom are orphans whose parents were attached to the company; and also some Native American children, who are provided for by the generosity of the resident gentlemen..." (Parker 1967 ed., 159-161). The school was established in 1832 and was attended by students from throughout the Columbia District, who boarded at Fort Vancouver. For some years the education was apparently free of charge, but by the mid-1830s, some students, at least, were required to work on the farm to help defray their expenses. Late in 1843 or early in 1844, Chief Factor James Douglas (who later became the first governor of British Columbia), in consultation with Simpson, began to plan for a school that would be supported by subscription. Douglas directed the construction of two new school buildings north

of the stockade but these structures were still unfinished when the U.S. Army arrived at the post in 1849.

Medicine and Botany

Fort Vancouver served both as the destination and home base for British-American and other foreign naturalists, many of whom became internationally recognized scientists, with reputations based in part on their research from Fort Vancouver. To all Chief Factor McLoughlin extended assistance and aid. Botanist David Douglas's first visit in 1825-27 was followed by a second in 1829-30. Douglas was accompanied on his first trip by physician and scientist Dr. John Scouler. Botanist Thomas Nuttall, who traveled with the Nathaniel Wyeth Expedition in 1834-35 to Fort Vancouver, was recognized as the discoverer of many new genera and species of plants. His association with the Pacific Northwest is memorialized by the name given to the native flowering dogwood, (*Cornus nuttallii*). With Nuttall was John Townsend, a Philadelphia ornithologist, who later acted as a temporary physician at Fort Vancouver.

William Brackenridge, at the post in 1841 with the U.S. Exploring Expedition, collected botanical data that were later published. In fact, many members of the U.S. Exploring Expedition were guests of the HBC at Fort Vancouver and at other posts. Some of the specimens from the collections of the expedition's naturalists and anthropologists, and the elaborate drawings, many of which were published in following years, were made at and near Fort Vancouver. The collections led to the establishment of the first federally supported museum, in the National Gallery of the Patent Office. Later, they were lodged at the Smithsonian Institution. John C. Fremont's overland exploring expedition from the United States, arriving at Fort Vancouver in November of 1843, included a collection of plants later described in a Smithsonian Institution publication. The Royal Horticultural Society of London maintained close ties with Fort Vancouver via the HBC's London office, and many native plants and trees from the Fort Vancouver region found their way into the Society's gardens at Chiswick.

Dr. Forbes Barclay, a Scotsman, was one of the earliest medical people in the Oregon Country and was involved in the highest levels in medicine, government, and education. Appointed surgeon to the HBC in 1839, he ministered to HBC employees, missionaries, including Narcissa Whitman, and American settlers. He later moved to Oregon City in 1850, where he served as mayor, schools superintendent, the first coroner of Oregon, and physician.

Fort Vancouver's Influence on Settlement

By the late 1820s, HBC employees and free trappers began to settle in the 150-mile-long Willamette Valley, south of the Columbia River. The first establishments were in the vicinity of Champoege, where it was relatively easy to ford the Willamette River. One of the earliest to settle there was Etienne Lucier, a free trader who in 1828 approached Chief Factor John McLoughlin, asking for his assistance in establishing a farm. Thus Fort Vancouver, under the aegis of McLoughlin, became involved in the development of farming in the Willamette Valley, through the provision of seed, livestock, and agricultural implements to freemen and retired

employees. From this nuclear settlement, fostered and encouraged by McLoughlin, the Oregon Territory developed.

In the 1830s and 1840s, the farm and store at Fort Vancouver also provided necessary supplies, livestock, and equipment to American missionaries, who were later instrumental in publicizing the attractions of the rich Willamette Valley to land-hungry and restless Americans, and who had a significant role in establishing the Oregon Country as a territory of the United States. Up until 1842-43, Fort Vancouver served as the principal supply for food, clothing, and farming equipment for Americans arriving overland. In 1833, John Ball wrote to his friend back east, "He [John McLoughlin] has liberally engaged to lend me a plough, an axe, oxen, cow &c" (Ball 1834, no pagination). Reports of such aid, printed in newspapers in the states, furthered interest in migration. Jason Lee, of the Methodist Mission, began to lecture on the advantages of the Oregon Country when he visited the east coast in the late 1830s, and his speeches and the 1838 published journal of his travels contributed to the spread of Oregon fever. By 1841, there were sixty-five Americans in the Willamette Valley to whom McLoughlin had loaned seed, livestock, and agricultural implements. By 1843, over 1,000 American settlers had established themselves in the valley and the economic base had begun to shift from Fort Vancouver to the valley settlements. However, for most of this period, it was McLoughlin at Fort Vancouver who aided the Americans. His reasons have often been described as humanitarian as, without aid, the settlers would almost certainly have starved. But assistance was also forthcoming to avoid confrontations and probable looting. In 1843, the settlers in the Willamette Valley voted to form a provisional government, which McLoughlin felt obliged to join and pay taxes to, in order to protect the HBC's interests.

In 1837, U.S. Navy purser William Slacum assisted Willamette Valley settlers in driving a herd of cattle from California to the valley, a move that began to wean the settlers from the assistance of Fort Vancouver. Until 1842-43, however, when settlers in the valley began to establish their own stores, the HBC retained its monopoly on imported clothing, seed and manufactured items. Also in the early 1840s, some Americans began to establish their own flour mills, cutting into the milling operations at the post, although the HBC remained the biggest purchaser of wheat in the Valley for a few more years, scrambling to fulfill its sales commitments to the Russian American Company in Alaska.

In 1845, a census in the Oregon Territory showed 2,109 Euro-Americans, most of them settlers who had arrived since 1842. By 1852, thousands of immigrants had traversed the Oregon Trail, settling throughout the territory; in that year alone close to 13,000 people arrived in Oregon Territory. This influx of Americans would eventually tilt the balance in the claims of the United States to the disputed territory. McLoughlin recognized that fact, yet hoped that by steering settlers to the Willamette Valley, the British might yet retain their hold on the lands north of the Columbia River.

Many immigrants began to view the HBC lands as subject to the Donation Land Claim Law, particularly after news of the 1846 treaty arrived. Throughout the disputed territory, the HBC fought a losing battle to eject squatters from their lands. In the mid-1840s, in an effort to protect HBC lands, fourteen employees laid claims of 640 acres each, the maximum allowed under the

Donation Land Claim law of the Oregon provisional government, to the lands at Fort Vancouver. Although subsequent litigation stalled claim jumpers for a number of years, the effort was largely for naught. By 1860, most HBC employees had either sold or abandoned their claims.

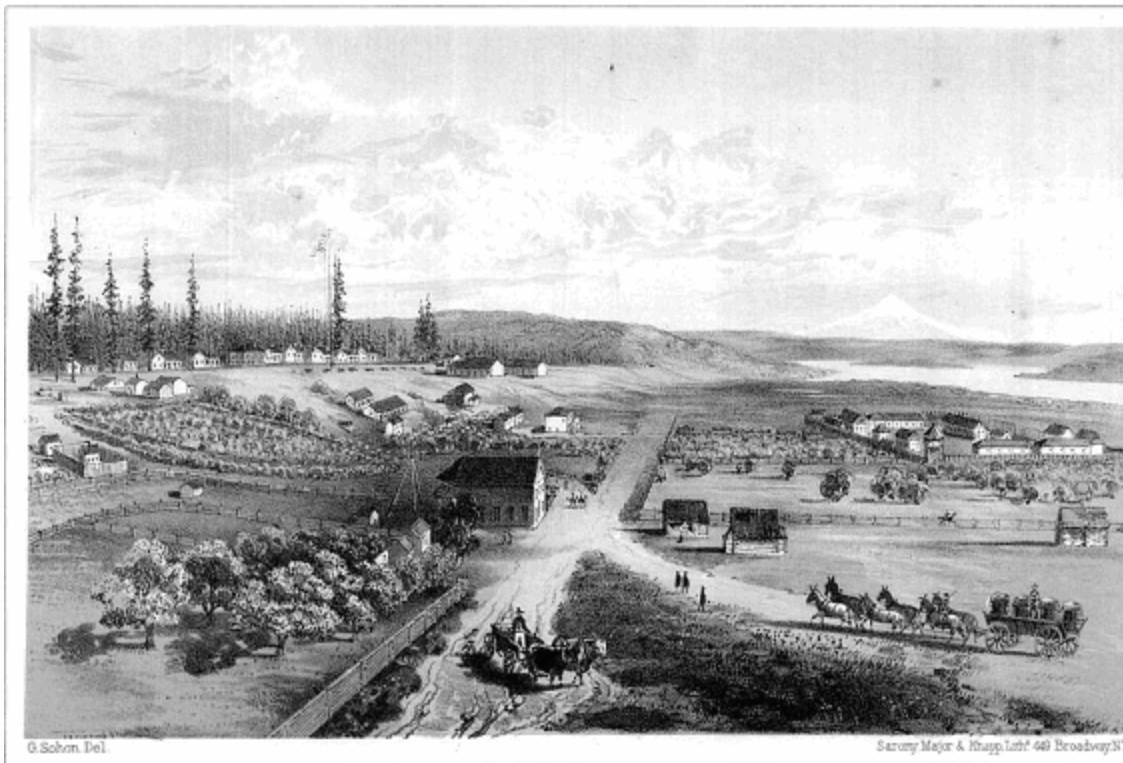
In 1848, Henry Williamson and others platted a town site on his claim west of the stockade at Fort Vancouver, naming it Vancouver City. By 1850, the Federal census listed 95 houses in the newly established Vancouver County, of which Vancouver City was the county seat. In the ensuing decade, town development included two schools, a ferry service, saloons, boarding houses, a courthouse, a livery stable, dance hall and theater, and other buildings. In 1857, the town was incorporated, and in 1859, it was a serious, although unsuccessful, contender for the Washington Territorial capital. With an increase in the number of American ships entering Oregon, the development of reliable money, the increase in merchants and manufacturers, and concomitant number of available goods in the territory, the HBC's monopoly was effectively broken.

In 1846, Chief Factor McLoughlin was forcibly retired from his duties with the HBC, and administration of the post was lodged in a board of management, which for several years included Chief Factors Peter Skene Ogden and James Douglas. In 1849, three years after the signing of the Treaty of Oregon, which established the boundary between Great Britain's territory and the United States at the forty-ninth parallel, the HBC moved its main depot to Fort Victoria in British Columbia. Despite this shift, the financial center of the HBC's operations west of the Rockies remained at Fort Vancouver. Its stores and mills were still operating at that time, shipping goods and materials south to supply the influx of miners responding to the discovery of gold at Sutter's Fort, and also making some sales to the U. S. Army, which arrived at the site in the spring of 1849.

The HBC and the U.S. Army were to exist amicably, side-by-side at Fort Vancouver for a few years. The HBC saw the U.S. Army as a means to enforce their "possessory rights" to land and improvements guaranteed by the 1846 treaty. Gradually, however, the military began to expand beyond the sites it had occupied near the stockade. By 1856, when soldiers tore down part of a fence enclosing the HBC's graveyard, the U.S. Army had generally ceased to ask permission from the HBC before engaging on building projects. Finally, in 1860, the U.S. Army razed all but a few houses in the employee HBC Village and most of the HBC's structures at the river.

As a result of the U.S. Army's actions, in May of 1860, A.G. Dallas, president of the Council of the HBC in North America, wrote a bitter letter to the commander of the post, Major General William S. Harney, protesting the U.S. Army's lack of regard for the rights of the HBC. Dallas notified Harney that the HBC would be vacating Fort Vancouver "...as soon as necessary arrangements can be made" (Dallas 1860, no pagination). Soon after, all remaining stores and equipment were packed on board a vessel and shipped to Victoria, and the HBC abandoned the post. On May 1, 1860, Charles William Wilson, a royal engineer with the North American Boundary Commission survey team, arrived at Fort Vancouver. He wrote:

... the Fort is now surrounded by the Garrison of American troops under General Harney of San Juan renown; alas the poor old Fort once the great depot of all the western fur trade is now sadly shorn of its glories, General Harney having taken forcible possession of nearly all the ground round & almost confined the H.B.C. people to the Fort itself; the H.B. Company are going to give up their post here as most of their business is now transacted in Victoria & in consequence of General Harney's disregard of the treaty of 46 which secured them their rights; it is most annoying to them to see all the fields & land they have reclaimed from the wilderness & savage gradually taken away from them; we have at present the use of the buildings which are nearly empty now, what a place it must have been in the olden time! ("Journal of Service Lieutenant Charles William Wilson" 1858-60, 89-90)



Lithograph of Fort Vancouver in 1854 by Gustav Sohon (FOVA Archives). HBC developments are predominantly located to the right and in the foreground of the image, while U.S. Army developments can be seen in the upper left, on the upper terrace.

U.S. Army Vancouver Barracks Era, 1849-1946

Vancouver Barracks, first called Camp Vancouver, was the principal military establishment in the Pacific Northwest until World War I. Vancouver Barracks served as training grounds for military leaders of the Civil War, the Boxer Rebellion, the Philippine campaign, the Mexican War, the Modoc War, and World Wars I and II.

During its early years, the Barracks' role was to protect American settlers from hostile natives and to support United States occupation of the Oregon Territory. With the increasing numbers

of land-hungry immigrants from the United States, Native American tribes in the west began to take action to protect their lands. Settlers in the Oregon Country had formed a provisional government in the years between 1837 and 1843.

In 1848, Congress passed a bill establishing the territory of Oregon, sparked in part by the news of the murder of Whitman, his wife, and twelve others at his mission at the hands of Native Americans in 1847. In 1849, U.S. Army troops were sent to the North Pacific Coast where they established "Camp Vancouver." During the summer of 1849, the command camped in tents on the high ground behind the HBC Fort, and, under the direction of Assistant Quartermaster of the Pacific Division Captain Rufus Ingalls, began construction of log buildings to shelter them during the following winter. Troops, locals, and Native Americans were engaged in the construction. In September of 1849, the garrison size was increased when six companies of Mounted Riflemen, A, D, G, H, I, and K, arrived at the post. Company F arrived in June of 1850 and Company B of the Mounted Riflemen arrived in November.

In May of 1850, Ingalls entered into an agreement with Chief Factor Peter Skene Ogden on behalf of the U.S. government and the HBC for the use of an eight-acre field 1/4 mile north of the stockade. On this leased site, citizen carpenters constructed twenty-six buildings, including log structures for officers and two, two-story log barracks buildings. Additional buildings were constructed in the vicinity of the HBC Village and near the Columbia River, to serve as the Quartermaster's Depot. On October 31, 1850 the U.S. Army formally proclaimed the establishment of a military reservation of about four square miles. This claim included the HBC stockade and the land and improvements about two miles to the east and west of it. The announcement stated the reservation was "subject only to the lawful claims of the HBC," as guaranteed by the Treaty of 1846 (P.S. Ogden May 28, 1850, no pagination). That year the post was given the official title of "Columbia Barracks." The extent of the military reservation immediately raised political and policy questions, prompting Washington D.C. to reconsider its size. In October of 1853, the Secretary of War was obliged by an act of Congress to reduce the reserve to 640 acres, subject to the claims by the HBC as guaranteed by the 1846 treaty.

Beginning in 1856, the amicable relationship between the HBC and the U.S. Army began to deteriorate. The HBC doctor, Henry Atkinson Tuzo, later said:

... the military authorities commenced and continued to call in question the rights of the Co Some of their buildings outside the Fort were taken possession of by persons in the employ of the various military departments. Several were burnt or otherwise destroyed while in the occupation of these persons; the Company's corrals were made use of at first, and finally altogether removed by the quarter master's department. The landing jetty on the river was removed, and a large warehouse and wharf erected by the Govt on its site. The fences, and some of the head boards in the co's [sic] graveyard, were removed by some of the soldiers of the garrison at various times, and ... used as fuel at their quarters... (British and American Joint Commission Vol. II, 180)

The HBC's protests went largely unheeded. Between the fall of 1857 and the spring of 1858, a new Quartermaster's storehouse was erected at the river, near the HBC salmon house. By the

spring of 1860 the U.S. Army had leveled almost all of the HBC structures outside the stockade. In May, the HBC removed the last of their goods from the post, leaving the remnants of the fort under the supervision of the U.S. Army, and left for their Victoria, British Columbia headquarters. The Army razed some of the structures within the stockade, leaving others to slowly degrade until a fire destroyed all final vestiges of the fort in 1866. By 1869, maps of the Vancouver Barracks showed no trace of the structures that had comprised the HBC's stockade.

World War I/Spruce Mill

The departure of the HBC left the entire site to the control of U.S. interests. The U.S. Army quickly razed the HBC Fort and HBC Village for development of the Quartermasters Depot (primarily in the area of the HBC Village). During World War I, the site where Fort Vancouver once stood became the location of the Spruce Mill operations. Vancouver Barracks was the principal site of a unique and often overlooked outgrowth of World War I: the Spruce Production Division of the U.S. Army Signal Corps, an unusual alliance between Pacific Northwest lumber investment companies and the military. The Spruce Mill helped the war cause by producing badly needed lumber for airplanes and also facilitated the expansion of the Pacific Northwest lumber industry.

After war broke out in Europe in 1914, the Allied Forces found themselves woefully short of airplanes. It was generally agreed that Sitka spruce, strong, light, and resilient and found primarily in isolated stands in the states of Oregon and Washington, was the best material for building the planes. Lumber mills in Washington and Oregon began to cut and mill spruce to fulfill Allied demands. In May and July of 1917, after America had entered the war, Congress passed a series of bills appropriating \$694 million for aeronautical activity, including aircraft production. Production in the Pacific Northwest mills soon proved insufficient to meet this accelerated demand. The U.S. Army authorized a recommendation that soldiers be used to speed production.

In November of 1917, the United States announced the formation of the Spruce Production Division, part of the U.S. Army Signal Corps, at Vancouver Barracks with headquarters in Portland, Oregon. Vancouver Barracks was to serve as a training center for soldiers enroute to the forests of the Pacific Northwest, and infantry regiments stationed at the post were removed to make room for the thousands of "spruce" soldiers the Army planned to employ. Vancouver Barracks military operations were subordinated to the demands of the Spruce Production Division. Over 18,000 soldiers were employed in the Pacific Northwest, several thousand of whom were located at Vancouver Barracks, operating the milling operations and providing support services. The rest were either working in logging camps or employed in building logging railroads.

Early in 1918, the Barracks became the site of the Cut-up Plant, the principal mill of the Division, which was built and operated by spruce soldiers. Disque later said, "There was not a commercial mill on the coast that was equipped to saw straight-grained spruce in the quantity demanded, and remain in business" (Disque circa 1919, 46). By late December, construction of

the Cut-up Plant was underway on fifty acres of land on and to the east of the site of the historic HBC stockade. Local mills supplied construction materials, and machinery was hastily shipped in at great expense from all over the country. Milling began on February 7, 1918, forty-five days after initiation of construction. In addition to the Cut-up Plant, the Spruce Division erected a battery of drying kilns and drying sheds. Later, thousands of tents and support facilities for soldiers working at the plant were erected around the mill area. In addition, a cantonment, housing a regiment of the Spruce Division, was built just north of Officers' Row. Spur lines from the Spokane, Portland and Seattle Railway (S.P. & S.) railroad were built for transport of supplies to and from the mill.

The plant operated for less than a year, terminated by the armistice in November 1918. The Army later claimed that during the ten months of operation, 143 million board feet of spruce were shipped from Northwest forests. The mill-associated buildings stood until 1925 when three or four were moved to the east to provide facilities for the reserve army air corps. The remaining mill buildings were razed. Spur lines from the S.P. & S. railroad were removed in the 1950s. Although none of the buildings associated with the Spruce Mill remain at their original location, three were moved to the adjacent Pearson Field in 1925, remain there today.

Post World War I Activities/Civilian Conservation Corps

During the Great Depression, the site of Fort Vancouver was used as a camp for the Civilian Conservation Corps (CCC). As a district headquarters for the Ninth Corps of the CCC, Vancouver Barracks played an important role in the enrollment, training, and supply of the Pacific Northwest's network of CCC camps. Barracks officials supervised between twenty-eight and thirty-two CCC camps in both Oregon and Washington. CCC crews that were administered by Vancouver Barracks focused on forest-fire control and construction of recreation, transportation and structural improvements in the region's national forests. Forests within the Vancouver Barracks' district, as in those of the rest of the Pacific Northwest, received long-term benefits from CCC activities, including reforestation, forest-stand improvement, and tree disease and pest control.

As a headquarters and dispersing agency, CCC infrastructure at Vancouver Barracks expanded rapidly. By 1936, sixteen buildings had been constructed to house CCC activities, including three barracks housing 100 men each, a recreation hall, and a large portable administrative building. The bulk of the CCC structures were located near the west end of the former Spruce Mill site, below what is now East 5th Street. Two CCC buildings were erected north of East 5th Street; one, the "Contagious Hospital," was razed when Interstate 5 was built; the second, an office building, still stands.

CCC crews were involved in innumerable improvement projects on public lands. They played a key role in fire protection of public forests through the construction of fire roads, trails and telephone lines, in addition to physically fighting fires. They helped to beautify national and state parks and to improve recreational opportunities through the construction of rustic-style buildings, campsites, roads, trails, and bridges. They also built dams for erosion control.

The CCC headquarters and most of the related buildings and structures were removed by the U.S. Army in the 1940s.

Fort Vancouver Reconstruction, 1946-present

Since the late 1940s, excavations within Fort Vancouver site have helped to inform a partial reconstruction of the Fort. The proposal to reconstruct Fort Vancouver was initially supported by local organizations, but the NPS resisted the idea. They felt that such a reconstruction was not appropriate for a national park site. Early interpretive proposals suggested a simple outline of the old stockade in a two-foot wide strip of white aggregate and marking the buildings with concrete footings with their interiors planted with grass. However, public pressure persisted and by 1966, Congressional monies were appropriated for reconstruction of Fort Vancouver through Congresswoman Julia Butler Hansen's continued support of the park. In the end, the adopted reconstruction plan modeled, as closely as possible, the historic character of the original Fort buildings. Reconstruction of the Fort began in 1966, based on work by NPS archeologists, historians, and historical architects. In addition to the knowledge revealed by archeological excavations within the Fort site, the park also acquired a large collection of items representing the material culture of the historic era such as maps, lithographs, journals, and letters. These historic resources, used in conjunction with archeological evidence, ensure the most accurate reconstructions possible. Construction of the stockade began in July 1966 and was completed in 1973. Eleven buildings have since been reconstructed. These buildings include: the Bastion (built in 1972), the Bake House (built in 1974), the Chief Factor's House (built in 1976), the Kitchen (built in 1976), the Wash House (built in 1976), the Blacksmith Shop (built in 1981), the Indian Trade Shop (built in 1981), the Fur Warehouse (built in 1992-94), the Carpentry Shop (built 1844-45), the Jail (built in 2000), and the Counting House/New Office (built in 2003).

Though the restoration plan encouraged historical research that would contribute to accurate restoration and reconstruction, these principles were applied strongly to the Fort and its buildings, but not to the landscape. The subsequent reconstruction of the orchard in 1962 was not a true reconstruction as it was not accurately located, nor did it contain fruit varieties appropriate to the historic period. Furthermore, the trees were not spaced or shaped to reflect historic conditions. However, it did represent the notion of the production plantation that existed on the Fort site in the 1800s.

However, in 2003, an orchard reconstruction project was completed that accurately restored one acre of the historic five-acre HBC apple orchard. The "Orchard Reconstruction Recommendations" for the HBC orchard includes recommendations for the orchard location, spacing of trees, genetic stock, tree form, tree acquisition, tree planting, orchard maintenance, cost estimates, and Mission 66 orchard removal. Attention was paid to every known detail of the historic orchard and orchard practices of the time. Location of the orchard, the varieties of apples grown, and spacing of trees were based on information gathered from historic maps, lithographs, journal entries, letters, and archeological excavations (summarized in the Taylor 1992), and from studying comparable orchards that have survived at other HBC Forts. Since 2003, the apple trees from the Mission 66 era orchard were removed, leaving only a few pear and cherry trees.

In 2007, efforts to reconstruct portions of the HBC Village commenced. In that year, the HBC Employee Village House #1 was reconstructed. In addition, as part of the construction of the land bridge over Highway 14, an access trail to the bridge through the HBC Employee Village was completed. The portion of the trail through the village was aligned to follow the alignment of historic wagon roads. The HBC Employee Village House #2 was reconstructed in 2009.

Today, the archeological site and numerous artifacts collected through previous excavations are considered the most significant HBC-related resources within the Historic District. The Fort reconstructions (including buildings, structures, and an orchard), along with the Fort's setting within an open field, work together to convey the historic scene from the period of significance.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Fort Vancouver cultural landscape is a reconstruction of the Hudson's Bay Company northwest post reflecting the development at its peak in 1845. Following the HBC's departure in 1860, the fort was razed to make way for U.S. Army use. Prior to NPS ownership, the area historically referred to as Fort Plain, was used for the Spruce Mill operation, a Civilian Conservation Corps (CCC) camp, the Pearson Field runway, and other U.S. Army developments. Since 1947, numerous archeological investigations have uncovered data that has informed the reconstruction of the fort and employee village. The following landscape characteristics of the reconstruction help to convey the HBC era of development: natural systems and features, archeological sites, spatial organization, buildings and structures, circulation, vegetation, and small scale features.

The abundant availability of natural resources and the strategic location on the north bank of the Columbia River made the Fort Vancouver area an optimal location for a successful fur-trading and agricultural enterprise. The most influential natural features associated with the site included: the strategic position on the Columbia River, providing fresh water, transportation and power; a mild, maritime climate characterized by temperate conditions in the winter months and dry seasonal summers; good soils for farming; expansive grasslands for livestock grazing; timber for building material; and a relatively open landscape defined by river terraces and prairies in the midst of a thick forest providing building materials and fuel. While subsequent development by the HBC and the U.S. Army resulted in the loss of the prairie communities and surrounding forest, some aspects of natural systems and features still remain. Today, the Columbia River continues to define the southern boundary of the Fort Vancouver National Historic Site and the flat river terraces and associated topography still reflect some of the natural landscape that historically attracted the HBC to the area.

The archeological features and artifacts recovered during excavations have been used to reconstruct various aspects of the built environment of Fort Vancouver, as well as to interpret the daily habits, working conditions, and social institutions of HBC officers and employees. Thus far, the focus of investigations has been on the stockade and its associated buildings, mainly to provide information for the NPS reconstruction efforts of the stockade and its associated buildings. Other known archeological sites include the HBC employee village, barn complex, school houses, the HBC (McLoughlin's) Garden, waterfront complex, St. James Mission, and cemetery. Despite the extensive excavations at Fort Vancouver, only the archeological sites associated with the stockade and HBC Village are included within the cultural landscape boundary. These sites have been included because they are located within the area that is currently managed for HBC era reconstruction and, as a result, they most reflect the historic character of the HBC era landscape.

The fort served as the hub of the HBC's business activities. As the Columbia River was the main transportation route to and from the area, the (second and final) fort stockade was constructed in a location close to the waterfront with views of the river and easy access (approximately 1000 feet from the current river bank), but out of the flood plain. Within the stockade was a concentration of buildings including the Chief Factor's house, kitchen, wash house, bake house, blacksmith shop, Indian trade

shop, fur warehouse, carpenter shop, church, priest's house, jail, office, powder magazine, several storage structures, and bachelor's quarters. Development also occurred outside of the stockade. A system of wagon roads extended from the central fort stockade to the outlying agricultural fields, pastures, forests, the waterfront, and the employee village (or HBC Village). The reconstruction that helps park visitors understand the extent of development by the HBC and to reestablish the development patterns within the landscape.

All buildings and structures, with the exception of an original stone well lining within the stockade, are reconstructions. The contemporary reconstruction of the fort stockade and several interior structures, coupled with reconstruction of the two employee village buildings and wagon roads, help convey the construction style of the HBC era which were principally built in the Canadian style with post-on-sill construction. The current Fort Vancouver reconstruction consists of the stockade, thirteen buildings, three privies, a flagstaff, belfry, restored well, the HBC Village entrance gate, two HBC Village houses, and an extensive split rail fence system.

Principal access to and from the site during this period was from the Columbia River, which was the nexus of activity, and the primary regional transportation route for trading and supply ships, as well as local travel. By 1846, a system of wagon roads had been developed that emanated from the river and the fort connecting to the HBC Village and agricultural fields. This road system would influence the circulation patterns of the other development periods to follow and are reflected in the roads system today. In addition, some of the roads that were lost have been reconstructed as part of the interpretive efforts of the park, including the main fort entrance walkway, Lower Mill Road, and portions of the HBC Village wagon road system.

The vegetation within the HBC cultural landscape is a combination of compatible reconstructions of an apple orchard, plant beds in front of the Chief Factor's House, and an interpretive flower/vegetable garden, as well as fenced grassy fields and native vegetation. Together, these help to convey the agricultural setting of the fort. Incompatible vegetation includes those plantings that date to other historic eras, such as a chokecherry hedge and irises near the HBC Village that may date to the CCC era.

The fort reconstruction includes several small scale features that are for either utilitarian or interpretive purposes and have been carefully designed or chosen to compliment the historic character of the reconstruction. Features include wooden benches, an entrance sign, interpretive panels, rain barrels, a wooden horse cart, and three cannons. These features are predominantly located in or near the stockade and are compatible with the historic character of the landscape.

Integrity

All buildings and structures within the Fort Vancouver cultural landscape, with the exception of the original stone well lining within the stockade, are reconstructions built under Congressional mandate using the best scientific and professional procedures available at the time, and following the guidelines established by the park's earlier master plans. Reconstruction began in 1966 and continues to be a work in progress. The locations and materials of the buildings and structures have been informed by

archeological excavations. The accuracy of the reconstruction, based on the footprints of the original buildings and structures, has maintained the spatial organization, circulation, as well as the natural features, that are important to the historic character of the site during the period of significance. Enough of the Fort Vancouver buildings and structures have been reconstructed to effectively convey the historic association, feeling, workmanship, materials, and design of an HBC-era fort. The open fields that have been maintained within the historic site's boundaries, while non-contributing, are compatible with the historic agricultural land use associated with the Fort's development. The setting has undergone the most change with the development of the Burlington Northern Railroad berm, Highway 14, and Interstate 5 which have created physical and visual barriers between the fort, the Columbia River, and downtown Vancouver.

Landscape Characteristic:

Natural Systems and Features

Natural systems and features refers mainly to the geological, hydrological, and topographical features and characteristics that either contribute directly to the landscape or helped shape and define other contributing resources. The abundant availability of natural resources and the strategic location on the north bank of the Columbia River made the Fort Vancouver area an optimal location for a successful fur-trading and agricultural enterprise. The most influential natural features associated with the site included: the strategic position on the Columbia River, providing fresh water, transportation and power; a mild, maritime climate characterized by temperate conditions in the winter months and dry seasonal summers; good soils for farming; expansive grasslands for livestock grazing; timber for building material; and a relatively open landscape defined by river terraces and prairies in the midst of a thick forest providing building materials and fuel.

Native American land practices, which included prescribed burning, set the stage for subsequent Euro-American use of Fort Plain, creating a distinct forest/prairie mosaic. During the HBC era, the Fort Vancouver area included an assortment of plains or grasslands, coniferous forests, riparian forests, Oregon oak savannahs and water bodies including streams and lakes. The plains and forests offered an abundant blend of resources that were suitable for both trade and subsistence activities (CLR, 1992, 42). The prairies or plains were flat, treeless areas of land that were characterized by grass, moss, lichens and other low herbaceous plants. This prairie environment was self-maintaining as the dense vegetation cover was virtually impenetrable to other plants. An oak savannah transition zone often occurred between forest and plain where the topography shifted from level to sloping land. Here the landscape took on a park-like or open woodland character—prairies interspersed with widely spaced native Oregon oak and/or Douglas-fir trees (CLR, 1992, 42-43).

The natural systems and features associated with the site played an important role in the initial selection and development of the locale by the Hudson's Bay Company (HBC). When George Simpson ordered the abandonment of Fort George on the south bank of the Columbia River near the modern-day city of Astoria, Oregon in 1824, the new fort was located with the goal of strengthening British claims on the north side of the river. Simpson also wanted the HBC to be "...independent of foreign aid in regard to Subsistence." The search for a suitable fort

site—land lacking steep banks or low, flood-prone areas—ended at Jolie Prairie, which was later named Fort Plain by the Hudson’s Bay Company (CLR, 1992, 41).

The first stockade (operated between 1825 and 1828) was located at Fort Plain approximately three quarters of a mile from the river on the edge of a terrace (approximately one mile northeast of the final fort location). Situated sixty feet above the low-lying river plain, this location offered protection from floods and served as a strategic defensive position from the underdetermined threat of native Chinook Indians. The coniferous forests surrounding the plains provided a ready supply of timber for fuel and building materials, while the streams on Mill Plain, six miles east of Plain, provided a power source for both a grist mill and a saw mill (CLR, 1992, 42). After only a few years, the first stockade was abandoned and a new site for the fort was selected in 1829. The decision to make the fort the principal Hudson’s Bay Company establishment in the Pacific Northwest and the stockade’s inconvenient distance from the Columbia River precipitated rebuilding the stockade at a new site lower down on the river plain (CLR, 1992, 7-8). The new fort site was located above the normal flood zone and possessed many of the same qualities as the first site, but was closer to the river, providing easy access to fresh water and transportation routes approximately six miles upriver from the confluence of the Columbia and Willamette Rivers. This area would eventually become the administrative and geographical center of Fort Vancouver (CLR, 1992, 23-24).

At its height in the 1840s, Fort Vancouver consisted of thousands of acres of forests and plains that extended miles along the Columbia River. Development extended across three large prairies called Fort Plain, Lower Plain and Mill Plain, and five smaller prairies to the northeast called the Back Plains (First Plain, Second Plain, Third Plain, Fourth Plain, Fifth Plain and Camas Plain) (CLR, 1992, 42). As the HBC continued to develop the fort, native vegetation was quickly replaced by introduced species. By the mid 1840s, the immediate area around the fort had largely been manipulated; although some forest edge and prairie, consisting of individual specimens and clumps of Douglas-fir and Oregon oak trees remained around the perimeter. As development continued during the HBC-era and later during the U.S. Army’s occupation of the locale, the remaining forests and prairies were cleared to make way for fields, buildings and, roads, leaving few of the native plant communities intact (CLR, 1992, 61-62).

While subsequent development by the HBC and the U.S. Army resulted in the loss of the prairie communities and surrounding forest, some aspects of natural systems and features still remain. Today, the Columbia River continues to define the southern boundary of the Fort Vancouver National Historic Site. Furthermore, the flat river terraces and associated topography still reflect some of the natural landscape that historically attracted settlers to the area.

Archeological Sites

The following information regarding archeological investigations is taken from “An Archeological Overview of Fort Vancouver, Vancouver Barracks, House of Providence, and the World War II shipyard, Clark County, Washington” by Bryn Thomas (1992) and the “Excavation and Laboratory Procedures Manual,” by Douglas C. Wilson, Robert Cromwell,

and Theresa D. Langford (2001).

The archeological features and artifacts recovered during prior excavations have been used to reconstruct various aspects of the built environment of Fort Vancouver, as well as to interpret the daily habits, working conditions, and social institutions of HBC officers and employees. However, excavation of HBC archeological components is far from complete. Thus far, the focus of investigation has been on the stockade and its associated buildings, mainly to provide information for the NPS reconstruction of these features. Other known archeological sites include the HBC Village, barn complex, school houses, waterfront complex, St. James Mission, and cemetery. Despite the extensive excavations at Fort Vancouver, only the archeological sites associated with the stockade and HBC Village are included within the cultural landscape boundary. These sites have been included because they are located within the area that is currently managed for HBC-era reconstruction and, as a result, they most reflect the historic character of the HBC-era landscape. While the St. James Mission and HBC cemetery sites are also significant, they are located on non-NPS land and cannot be included in the CLI.

In general, the level of preservation and integrity of all of the previously investigated sites has remained remarkably intact. Although later U.S. Army development had intrusive impacts on specific locations, it can be stated that upwards of 75% of HBC deposits have been culturally undisturbed since 1866. In fact, U.S. Army development of the Spruce Mill between ca. 1917 and 1921 aided in the preservation of much of the Fort Vancouver palisaded area through the large deposits of sterile fill sand placed in order to construct the mill.

Stockade Archeological Sites

Archeological investigations in the area began in the late 1940s. The earliest work was conducted by NPS archeologists in order to establish the character of the archeological remains associated with the HBC occupation. From 1947 through the 1970s, most of the NPS-sponsored investigations focused on the area within the stockade boundary. The stockade bastion and walls were defined through archeological testing, as were the sites of several buildings within the stockade. Archeological materials recovered from the area within and adjacent to the stockade included glass, stone, ceramic, leather and metal items, attributable to a variety of functional categories including architectural, household, personal and industrial items. Features such as post-holes, wooden foundation footer planks, thousands of wooden palisade bases, fire pits, privies, and parts of stone foundations have also been recorded. The excavations within the stockade form the basis of the world's largest HBC early-nineteenth century archeology collection (Ross 1976), as well as defining the precise location of the fort's various stockade iterations and the majority of the structures built within (Caywood 1954; Hoffman and Ross 1972a, 1972b, 1973a, 1973b, 1973c, 1974a, 1974b, 1974c, 1975; Ross and Carley 1976; Ross, Thomas, Hibbs and Carley 1975).

HBC Employee Village

The HBC Village (estimated to have contained between forty and sixty dwellings and associated outbuildings occupied by Native Hawaiians, Native Americans and other HBC

employees) was located west of the stockade. In the late 1960s, extensive excavations at the HBC Village found evidence of four structures (completely excavating one of them), a well, a fire-cracked rock feature, two horse burials, a pig burial, and a dog burial (Kardas and Larrabee 1968 and 1969). In the 1970s, archeological investigations were conducted as part of the National Historic Preservation Act Section 106-compliance work prior to the construction of the Interstate-5 interchange. This study identified houses, a stockade hospital, the U.S. Army Quartermaster's Depot, and a garbage-filled pond. Between 1980 and 1981, some of the most extensive excavations were performed at the HBC Village, north of what is now Old Apple Tree Park (Thomas and Hibbs 1984). Structural remains were found that are the best documented HBC Village house to date. Thomas (1993) identified two more house features. He identified at least one new HBC Village household site, including a rock-lined hearth feature (Wilson et al. 2001).

Character-defining Features:

Feature:	HBC Village (Kanaka Village)
Feature Identification Number:	121650
Type of Feature Contribution:	Contributing
Feature:	Hudson's Bay Company Fort
Feature Identification Number:	121564
Type of Feature Contribution:	Contributing

Spatial Organization

The HBC sited Fort Vancouver on Fort Plain, a large open meadows surrounded by dense coniferous forests on the northern bank of the Columbia River. As the Columbia River was the main transportation route to and from the area, the (second and final) fort was constructed in a location close to the waterfront with views of the river and easy access (approximately 1000 feet from the current river bank), but out of the flood plain.

The fort served as the hub of the HBC's business activities. Within the stockade was a concentration of buildings, including the Chief Factor's House, kitchen, wash house, bakehouse, blacksmith shop, Indian trade shop, fur warehouse, carpenter shop, church, priest's house, jail, office, powder magazine, several storage structures, and the bachelor's quarters. By 1845, the area encompassed by the stockade was at its greatest extent, the perimeter having been expanded several times to incorporate successive additions to the fort's facilities. Generally, the buildings were clustered into two courtyards, with storehouses lining the north, west and south sides of the courtyard. In the northwest corner of the stockade was a bastion, constructed in 1845, while the east courtyard contained residences and associated structures (CLR, 1992, 83).

In addition to construction within the stockade, development at Fort Vancouver also occurred outside of the enclosure. A system of wagon roads extended from the central fort to the outlying fields and forests, the waterfront, and the HBC Village. A wharf was built on the river

southwest of the fort stockade and wagon roads connecting the wharf to the stockade were established. A village was developed west of the stockade that extended from the river bank to just north of the Upper Mill Road (called East Fifth Street today) and included buildings and facilities that supported both the daily lives of the employees and business activities of the HBC. Known as the HBC Village (or Kanaka Village), this development was generally inhabited by the lower ranks of HBC employees and their families. During its peak, the village housed between 300 and 600 people. The village was the largest multicultural settlement in the Pacific Northwest and included French-Canadian, Scottish, Irish, Hawaiian, and Iroquois people as well as people from over 30 different regional American Indian groups. Some of the buildings and structures documented in the village and along waterfront included residences, a hospital, school houses, a mission, cemetery, mills, boat sheds, coopers shop, and a salmon house.

Between the village and the fort stockade, immediately adjacent to the northwest sides of the stockade, the HBC planted an orchard and garden while agricultural fields were cultivated around the other sides of the stockade wall. The agricultural fields and pastures extended further east, northeast, and southeast from the immediate surroundings of the stockade into the outlying river terraces. Barns and other farm structures were constructed adjacent to the fields northeast of the fort stockade. The fields and pastures closest to the fort stockade were defined by wooden split rail fences.

After the HBC left the area and their development was removed by the U.S. Army, very little remained to convey the historic organization of the HBC development. Starting in 1966, the park service has expended a great deal of effort into building an accurate reconstruction to help park visitors understand the extent of development by the HBC and to reestablish the development patterns within the landscape. The park has reconstructed the fort stockade and several buildings within, as well as two residences in the village and a road that connects the two areas. Fences have been constructed to delineate the agricultural fields immediately around the stockade and a historically accurate orchard has been planted to further convey the agricultural setting of the fort. The reconstructions are based on archeological surveys and historical research that utilized journals, letters, maps, and sketches in their analyses. The result has been a highly accurate reconstruction of portions of the HBC development that helps to convey the historic spatial organization of the HBC landscape, with some necessary intrusions such as a parking lot and paved walkways.

Despite NPS reconstruction efforts, some changes to the landscape since 1846 have significantly impacted the ability of the NPS to fully represent the organization of the site. The greatest impact has been the construction of the railroad berm (built in 1908) and Highway 14 (constructed in the 1940s), which has severed the visual and physical relationship of the fort to the Columbia River. With views of the river blocked, it is difficult for visitors to comprehend the relationship between the river and the fort. In order to help reestablish the symbolic and physical connection between the river and the fort, a land bridge was constructed over Highway 14 in 2007.

Another impact to the spatial organization is the Pearson Field runway, located directly south and southeast of the fort. Federal Aviation Administration (FAA) safety regulations have required that the NPS limit use of the historic road (Lower Mill Road) along the southern edge of the fort that connects to the village, an important spatial link between the two areas. The FAA has worked with the NPS to maintain an agricultural feel to the field through specific mowing practices to help convey the locations of historic fields.

Despite these challenges, through careful research and construction methods, the park has recreated portions of the HBC development that help to accurately portray the historic spatial organization of the site.

Buildings and Structures

Most of the buildings and structures associated with the Hudson's Bay Company were removed in the early 1860s when the U.S. Army assumed control of the entire site. The rest were removed by subsequent Army activities and the fire of 1866 that destroyed the fort. Since 1966, the National Park Service has been actively reconstructing historic HBC buildings and structures, focusing on the company's height of development in 1845. All buildings and structures, with the exception of the original stone well lining within the stockade, are reconstructions built under Congressional mandate using the best scientific and professional procedures available at the time, and following the guidelines established by the park's earlier master plans. The contemporary reconstruction of the fort stockade and several interior structures, coupled with reconstruction of the two village buildings and wagon roads, help convey the construction style of the HBC era (CLR, 2005, 81).

The current fort reconstruction consists of the stockade, thirteen buildings, three privies, a flagstaff, belfry, restored well, the HBC Village entrance gate, and an extensive split rail fence system outside of the stockade. A few of the buildings have non-historic uses, such as public restrooms in the wash house and curatorial facilities in the fur store. However, the historic appearance was conveyed with only minor changes to their exteriors to accommodate these modern and necessary functions. Plans for these buildings went through the compliance process to assure all undertakings were compliant with the Secretary of the Interior Standards. The reconstructions are not eligible for listing on the National Register, but are compatible with the historic landscape.

The buildings associated with the HBC development were principally built in the Canadian style with post-on-sill construction. This type of construction was used throughout Canada during this period and was common in the fur-trade industry. Employing post-on-sill construction techniques, the frames of the buildings were made by mortising vertical, squared-timber posts into timber sills. The walls were fashioned by placing infill timbers with tenons at each end horizontally between the vertical posts. The horizontal wall timbers had tenons at each end that slid into a notch in the vertical posts. Initially the roofs were clad with one-foot-wide, by one-inch-thick sawed boards until approximately 1845 or 1846 when most of these boards were replaced by shingles. Early in the stockade's history, the roofs appeared to have been simple gable roof; however, by 1846 eight of the principal buildings had hip roofs (CLR, 1992, 83).

Non-contributing and incompatible buildings and structures include the contact station located inside the main entrance to the stockade, six asphalt pads that indicate where fort structures have been documented by archeological investigations, but have not been reconstructed, and the interpretive garden shed built in the 1980s for equipment storage. These non-contributing features are not accurate reconstructions of known historic features. The asphalt pads are scheduled to be removed in 2010.

Contributing Feature

Well (Well #2, LCS #005179): (Constructed circa 1845/ Well excavated in 1955, rehabilitated in 1974/ Well sweep was restored in 2001.) The well is the only original structure remaining within the HBC stockade. It was historically used for domestic water supply. The well has its original rubble stone masonry lining. The shaft opening was returned to grade and covered with wood boards similar to the covering over other fort wells that can be seen in historic photographs. The new well sweep and well cap were reconstructed in 2001 based upon information found in historic photographs.

Compatible Features

Bastion (LCS #000401): (Originally constructed circa 1845 and reconstructed in 1972.) The bastion, a three-story structure with an octagonal hip roof, is located on the northwest corner of the stockade. The first two stories are square; the third is octagonal with each side of the octagon containing a gun port. [The gun ports are covered with Plexiglas.] The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts. The roof is pyramidal with wood shingles and a beaver weather vane at the peak. A wide entrance door with a wood plank door, a heavy metal lock, and a wood pull is located at the east elevation.

Bakehouse (LCS #000402): (Originally built in 1844/ reconstructed in 1974.) This building straddles the line of the east stockade wall near its northeast corner. It is a one and one-half story, rectangular, post-on-sill building with a gable roof and lean-to over back ovens. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts that have been painted white. The gable roof is covered with wood shingles and features two large interior brick chimneys at its east elevation. Primary fenestration is 9/9 double hung windows. The front wood plank door is topped with a transom. The windows and door have flat, simple surrounds.

Chief Factor's House (LCS # 000407): (Originally built 1837-1838/ reconstructed in 1976.) This building is located to the east of the north entrance inside the stockade. This rectangular, one-and-a-half-story house is of post-on-sill construction. The exterior walls are covered with lapped board siding painted white. The hip roof is covered with wood shingles, and has a single interior brick chimney. The most prominent architectural detail is the veranda that extends along the front (south) elevation. Two sets of curved wooden stairs access the veranda, which has a

plain, wooden baluster railing. Sixteen simple square posts support the shed roof. These posts also support hop vines planted to shade the veranda in the summer. Primary fenestration is paired 10-light casement windows with exterior shutters. A [wood paneled] door is located on the south elevation.

Kitchen (LCS #000408): (Originally built 1837-1838/ reconstructed in 1976.) This building is located in back of the Chief Factor's House (north elevation). It is connected to the main house via a short, enclosed passageway, which is not based on historic evidence. The kitchen is a one and one-half story, rectangular, post-on-sill building with a gable roof, central, brick chimney, and covered porch over the east door. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts at the first story. The timber gable infill framing is covered with board and batten siding. The roof has two layers of wood boards. At the east elevation is an open porch with a shed-roof supported by slender wood posts. Primary fenestration is 8/8 double-hung windows. The door at the east elevation is wood plank.

Wash House (LCS #000403): (Originally built circa 1840/ reconstructed in 1976.) The wash house is located between the east elevation of the Chief Factor's House and the west elevation of the bake house. It is a one-story, rectangular, post-on-sill construction. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts at the 1st story and board and batten wood siding above on the gable ends. The board-covered roof has exposed rafters and a false brick chimney. Primary fenestration is 9-light fixed windows on the north, east, and south elevations. Three wood plank doors are located at the west elevation. The exterior design was carefully modified from its historic appearance to accommodate the modern public restrooms within the building.

Blacksmith Shop (LCS #030081): (Originally built 1836-1841/ reconstructed in 1981.) The blacksmith shop is located in the southeast corner of the compound. This is a rectangular, one-story, post-on-sill building. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts at the first story and board and batten wood siding above on the gable ends. The gable roof is covered with boards, has exposed rafters, and has two brick forges and chimneys. Primary fenestration is 6/6 double-hung wood windows. The west elevation has paired wood plank doors and a single wood plank door. A single wood plank door is also located at the east elevation.

Indian Trade Shop and Dispensary (LCS #030082): (Originally built 1836-1841/ reconstructed in 1981.) This building is located adjacent to the blacksmith shop in the southeast corner of the compound. Built of post-on-sill construction, it has a simple rectangular plan and one and one-half stories. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts at the 1st story and board and batten wood siding above on the gable ends. The gable roof is covered with shingles and has exposed rafters. The building has 6/6 double-hung windows and 8-light transoms over the doors. One wood plank door is located on the west elevation and a paneled door is located on the east elevation.

Fur Warehouse (LCS #030205): (Originally built in 1841/ reconstructed in 1992-1994.) The fur warehouse is located adjacent to the south wall of the stockade. It is the largest reconstructed building within the fort stockade and represents one of four similar general warehouses constructed at Fort Vancouver. It is a two-story building, of post-on-sill construction, with a hip roof covered with wood shingles. Three paired wooden segmental headed plank doors are located at the north elevation.

Carpenter Shop (LCS #101894): (Originally built 1844-45/ reconstructed in 1997.) The carpenter shop is located adjacent to the north wall of the stockade, west of the gate. It is a rectangular, one story, post-on-sill building with a gable roof covered with boards. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts. Primary fenestration is 12-light casement windows at the south and west elevations with single exterior shutters. 9-light casement windows are located in the end gables. In the east and south elevations are wood plank doors.

Jail (LCS #235698): (Originally built between 1841 and 1844/ reconstructed in 2001.) The jail, located near the north wall of the stockade, is a rectangular, one story, post-on-sill building with a gable roof. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts. The roof has wood shingles and exposed rafters. Instead of windows, the jail has two approximately 12-inch x12-inch square openings on each of the east and west elevations that act as vents. The wood plank door at the south elevation has a small, barred opening for a vent or viewing portal, approximately 9-inch x 9-inch.

Counting House (To be listed in the LCS): (Originally built in 1845/ reconstructed in 2003.) The counting house, located south of the jail and carpenter shop, is a rectangular, one and a half story, post-on-sill building with a hip roof. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts and covered with lapped board siding painted white. The roof has wood shingles and exposed rafters. Primary fenestration consists of multi-paned double-hung windows: four windows on the south elevation, three on the east and west elevations, and two on the north elevation. Wood paneled doors are located on the north and the south elevations.

Village House #1 (Engage House) (To be listed in the LCS): (Originally built circa [1830s]/ reconstructed in 2006-2007 by the University of Oregon Field School.) Constructed to evoke the style and scale of a typical employee residence that existed during the HBC-era, house #1 provides a glimpse of 19th century living conditions in the village. Located west of the stockade, house #1 is a square, one story, post-on-sill building with a gable roof. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts. The roof is clad in roof shakes with exposed rafters. Primary fenestration includes 2, 12-light casement windows on the southern elevation and a single 12-light casement window on the eastern elevation. A wood plank door is also located on southern elevation.

Village House #2 (To be listed in the LCS): (Originally built circa 1840s/ reconstructed in

2009.) Of a similar style and scale to house #1, the building is located west of the stockade, approximately 100 feet east of house #1. It is still under construction, but will be completed in 2009. House #2 is a rectangular, one and one-half story, post-on-sill building with a gable roof. The exterior walls are constructed of chinked, horizontal, infill timbers placed between vertical posts and board and batten wood siding above on the gable ends. The roof is clad with wood shingles and has exposed rafters. Fenestration includes 2 12-light casement windows on the southern elevation, 3 12-light casement windows on the western elevation (one is located at the gable end), while the eastern elevation has 2 12-light casement windows. A wood plank door is located on the southern elevation of the building. Upon its completion, the house will also have a working fireplace and chimney that will support park interpretive programs.

Stockade (Palisade, LCS #000400): (Full extent of stockade constructed prior to 1845/ reconstructed between 1966 and 1973.) The construction method of the stockade incorporates the use of ten to thirteen-inch diameter posts (referred to as 'king posts') set into the ground. Cross members or "girths" are mortised into the king posts; one about two feet above the ground surface and another placed about four feet below the top of the pickets. The pickets (peeled logs measuring between five and ten inches in diameter) are affixed to the outside of the cross members. The tops of the pickets along the northern wall of the stockade are round, pointed tops. The rest of the wall pickets have beveled tops, with the flat surface of the bevel slanting toward the interior of the stockade.

Flagstaff (LCS #239129): (Originally built circa 1829/ reconstructed in 1995.) In 1974, a flagpole was erected in an incorrect location, west of the Chief Factor's House. A new, peeled log flagpole was erected adjacent to the east elevation of the Fur Warehouse and the old flagpole was removed. The close proximity of the fort to Pearson Field required the park to reduce the pole's height to meet Federal Aviation Association (FAA) regulations. As a result, the wooden pole extends approximately 35 feet above grade, while the original HBC flagstaff was approximately 103 feet tall.

Belfry (LCS #239249): (Originally built circa 1835/ reconstructed in 1974.) The bell tower is located adjacent to the east elevation of the carpentry shop. It is a wooden post with a bell at the top and wooden rungs up the side. The belfry was used to maintain the daily work schedule, rung at the beginning of the day, at mealtimes, at the end of the day and in times of emergency or celebration. The present brass bell was acquired by the park from the Elderhorst Foundry in Pennsylvania.

Stockade Privies (3) (To be listed in the LCS): (Originally built circa [1830s]/ reconstructed in the 1980s.) Three reconstructed privies are located within the walls of the stockade. Two privies are located near the bakehouse, and the third structure is situated on the eastern stockade wall near the blacksmith shop. Their siting was determined by the archeological evidence. The small rectangular privy reconstructions are covered with board and batten siding and have a shed roof clad with wood shingles. The front-facing elevation has two wood plank doors with a small ventilation opening located above each door.

HBC Village Entrance Gate (To be listed in the LCS): (Originally built circa 1830s/reconstructed in 2001.) Outside the stockade, at the HBC Village site, a gate has been reconstructed at the junction with Lower Mill Road, the main road to the fort stockade from the waterfront. The gate is constructed of two vertical peeled logs topped with a third horizontal cross bar spanning the two vertical posts. The gate measures 18 feet tall with an opening 24 feet wide. The horizontal cross bar is 36 feet long.

HBC Fence System (To be listed in the LCS): (Originally built between 1824-1860/reconstructed between 1966-present) During the HBC era fences were installed throughout the fort area to protect cultivated crops and define pasture land. A system of 4-foot high split cedar post-and-rail style fences have been reconstructed around open fields surrounding the stockade. Fence lines are also located along a historic wagon road alignment that runs behind (south of) the fort reconstruction, along the Land Bridge Trail, which follows the historic alignment of the main village road, around the interpretive garden, along East Fifth Street, and near the parking lot.

Character-defining Features:

Feature:	Well #2
Feature Identification Number:	121660
Type of Feature Contribution:	Contributing
IDLCS Number:	5179
LCS Structure Name:	HBCo. Well #2
LCS Structure Number:	06

Landscape Characteristic Graphics:



Restored well and reconstructed well sweep, looking northeast (PWRO, 2009).



Bastion and stockade wall, looking northwest (PWRO, 2009).



Bakehouse and two privies, looking northeast (PWRO, 2009).



Chief Factor's House, looking northwest (PWRO, 2009).



Kitchen, looking northwest (PWHO, 2009).



Wash house, looking southeast (PWRO, 2009).



Blacksmith shop, looking southeast (PWRO, 2009).



Indian trade store, looking southeast (PWRO, 2009).



Fur warehouse, looking southwest (PWRO, 2009).



Carpenter shop, looking northwest (PWRO, 2009).



Jail, looking northwest (PWRO, 2009).



Counting house with belfry in background, looking northeast (PWRO, 2009).



HBC Village house #1, looking northwest (PWRO), 2009).



HBC Village house #2 (to be completed in 2009), looking northeast (PWRO, 2009).



HBC Village Entrance Gate, looking southeast (PWRO, 2009). The base of the landbridge rises behind the gate and the hillside is planted with native vegetation.

Circulation

Circulation refers to the means and patterns of both vehicular and pedestrian movement through the landscape. Development of roads, paths, and water routes was largely driven by the fort's function as a fur-trading, manufacturing/industrial, and agricultural post.

Principal access to and from the site was from the Columbia River, which was the nexus of activity, and the primary regional transportation route for trading and supply ships, as well as local travel. HBC trading ships, London-based supply ships, and civilian and military trading ships traveled upriver from the Pacific Ocean. Various river craft transported passengers and goods down river from The Dalles, Oregon, while barges and boats brought passengers and goods from the Willamette River to the Columbia to the HBC's wharf.

By 1846, a system of wagon roads had been developed that emanated from the river and the fort, connecting to the HBC Village and agricultural fields. Roads closest to the fort tended to be straighter, paralleling the stockade walls of the fort, while outlying roads followed the natural features of the land and were more curvilinear. Ultimately, this road system would influence the subsequent development of circulation patterns, which are reflected in the road system

today. In addition, some of the roads that were lost have been reconstructed as wide paths or walkways as part of the interpretive efforts of the park since 1966. Most have been surfaced with decomposed granite, which gives a historically compatible look and feel that matches the color of the native soil.

East Fifth Street (historically called Upper Mill Road) defines the northern boundary of the HBC component landscape. It is not included in the CLI boundary because the road is more reflective of the U.S. Army era than the HBC-era wagon road and will be included in the CLI for the larger parent landscape. The alignment of East Fifth Street was established during the HBC period, but the roadbed itself has been heavily modified.

Compatible Features

Main Fort Entrance Walkway

The northern entrance to the fort was historically accessed by a wagon road that was aligned north-south between East Fifth Street and the fort stockade. It measured approximately 12-15 feet wide and was probably surfaced with compacted soil or gravel. Today, a 12-foot wide walkway follows the same alignment extending from East Fifth Street to the northern gate of the stockade. A spur trail branches eastward to connect to the parking lot. This walkway provides the main access between the parking lot and the fort and is heavily used. The walkway was designed and constructed to be compatible with the historic character of the fort. The trail is 12 feet wide, raised 1-2 feet from the surface to avoid disturbance of archeological resources underneath, and surfaced with decomposed granite, which gives a historically compatible look and feel that matches the color of the native soil.

Paths within the Fort

Several paved paths within the fort stockade provide access to reconstructed buildings. Like the other walkways throughout the HBC area, these walkways were designed and constructed of to be compatible with the historic character of the fort. Their alignments are based upon historical maps and photos. The paths are 10 feet wide and are slightly raised from the surface to avoid disturbing archeological resources underneath. The trails are surfaced with decomposed granite, which gives a historically compatible look and feel that matches the color of the native soil. Ultimately, the decomposed granite surface is compatible with the historic character of the fort, but the alignments are not accurate.

Lower Mill Road

The road south of the fort, "Lower Mill Road," was a main connector between the fort and the waterfront to the west and agricultural fields to the east. The historic alignment of the road is currently demarcated by fence lines that historically would have been used to enclose the surrounding agricultural fields. The road is an approximately 20-foot wide unpaved, grassy corridor. The road historically joined with East Fifth Street (or Upper Mill Road) as it continued

eastward, but today the road is truncated by a Pearson Field road. According to Federal Aviation Administration (FAA) safety regulations, because the road is located within the Runway Protection Zone (RPZ) of the Pearson Field runway, visitor use of this road is not encouraged by the park.

Land Bridge Trail

In 2007, a trail was constructed to provide visitor access through the village area to the land bridge over Highway 14. The portion of the trail that passes through the village area follows the alignment of the main historic north-south route through the village. An east-west spur trail branches off the main trail, following a historic path that provided access HBC employee residences. This is a secondary trail that is used to interpret the reconstructed village residences. The remainder of the trail does not follow historic road alignments and is incompatible with the historic scene. This segment of trail begins at East Fifth Street west of the U.S. Army Building 410 (historic CCC office), heads south, and then S-curves west through the orchard reconstruction toward the village.

Historically, the roads through the village were wagon roads, approximately 12-15 feet wide and probably compacted soil or surfaced with gravel. Design and construction of the modern trails was done in a manner to make them compatible with the historic character of the village. The trail is 12 feet wide, raised 2-3 feet from the surface to not disturb archeological resources underneath, and surfaced with decomposed granite.

Incompatible Features

Parking Lot

The parking lot at the fort was constructed in the early 1990s. It is a roughly rectangular-shaped, open area, approximately 300 feet long and 150 feet wide. It is accessed from East Fifth Street and has one entrance at the western end and one exit at the eastern end to encourage one-way traffic through the lot. It is divided into two parking areas by a narrow median of low-growing vegetation down the center line. The parking lot is surfaced with gravel and its edges are defined by lawn. The parking lot provides angle-in parking for cars and trucks that is delineated by wood bumpers and parallel parking for buses and RVs along the northern edge of the median. This parking lot is not based on historic precedence nor does it reflect the historic character of the HBC era.

Pearson Field Runway

The Pearson Field runway is located south of the fort and extends eastward beyond NPS-property onto city of Vancouver property. It is paved with asphalt and measures 60 feet wide and 3,200 feet long with a little less than half its length on NPS property. The field has been used as a landing strip since the early 1900s, but has undergone several modifications over the years.

Landscape Characteristic Graphics:



Main entrance walkway between East Fifth Street and stockade surfaced with decomposed granite, looking north (PWRO, 2009).

Vegetation

Vegetation refers to existing native and ornamental vegetation that has been introduced or manipulated during the period of significance. The vegetation within the HBC cultural landscape are a combination of compatible reconstructions (apple orchard, fenced fields, and plant beds in front of the Chief Factor's House, interpretive garden), remnants of the Mission 66 orchard, vegetation that may date to other historically eras (such as rose bushes that possibly date to the CCC era), and native vegetation.

Compatible Vegetation

Orchard

In 2003, an orchard reconstruction project was completed that accurately restored one acre of the historic five-acre HBC apple orchard. Attention was paid to every known detail of the original orchard and to orchard practices of the time. The reconstruction was implemented near the northwest corner of the stockade where historic maps and drawings show the apple orchard was located. To reflect an important defining characteristic of mid-1800 orchards, the reconstruction was planted with trees mainly grown from seed, as they would have been during the period of significance. Specifically, the seedlings were grown from English cider varieties

that would have been available in the 1840s. Six trees were grafted with cuttings from the Old Apple Tree, the oldest apple tree in Washington, located nearby on city of Vancouver-owned property. The young apple trees were carefully shaped (with tall trunks and no lower branches) and were planted on a 30-foot grid system, which are all details that reflect 1840s apple orchard practices.

Fields

Several fields around the fort have been delineated by fences that typically would have enclosed cultivated fields during the HBC era. The park limits mowing of the fields to a couple times a year allowing the existing vegetation within the fields (predominantly non-native grasses and low-growing perennials) to grow to approximately 3 feet in height. Although the fields are not planted with crops or maintained as agricultural fields, the taller vegetation and fences help to convey an agricultural setting. The open fields are located on all sides of the fort.

Chief Factor's House Plant Beds

Two plant beds in front of the Chief Factor's House, one on either side of the central staircase, includes flowering plants and shrubs representative of the HBC era. The plant bed is approximately [4 feet] deep, and enclosed by a white fence. Plants include [shrub roses, dahlia, phlox?, etc.] Grape vines are supported by thin metal posts to provide shade on the front porch.

Interpretive Garden

An interpretive garden was planted in 1974 to the northeast of the main entrance of the fort reconstruction. It measures approximately 300 feet by 75 feet with the long axis oriented north-south. It is maintained by a group of local volunteers. The garden's location and size are non-historic, but it is in the general location of the historic garden, planted with historically appropriate plant species, and helps to convey general agricultural character of the site during the HBC era.

The traditional English-style inspired garden has geometric plant beds arranged symmetrically along a central walkway. Most of the flowers and vegetables grown in the garden represent species that would have been available to the HBC. Examples of plants grown within the garden include: borage (*Borago officinalis*), California poppy (*Eschscholizia californica*), cornflower (*Centaurea cyanus*), pinks (*Dianthus plumarius*), flowering tobacco (*Nicotiana glauca*), foxglove (*Digitalis purpurea*), hollyhock (*Alcea rosea*), lavender (*Lavandula angustifolia*), love-in-a-mist (*Nigella damascene*), rose campion (*Lychnis coronaria* caryophyllaceae), tansy (*Tanacetum vulgare*), caraway (*Carum carvi*), currants (*Grossulariaceae* spp.), hops (*Cannabaceae lupulus*), lemon balm (*Melissa officinalis* lamiaceae), moon and stars watermelon (*Citrullus lanatus*), rosemary (*Rosmarinus officinalis*), and scarlet runner bean (*Phaseolus vulgaris coccineus*).

Native Vegetation

Several native plants have become established since the park began reconstructing the HBC landscape in 1966. A few clusters of cottonwoods are located between the Pearson Field

runway and Highway 14. Small patches of camas have been noted between the fort reconstruction and Highway 14. And two Douglas firs have grown near the northeastern corner of the fort, at the trailhead for the Spruce Trail. More recently, with the construction of the land bridge over Highway 14, native vegetation was planted around the base of the structure. It is unknown the exact distribution of native species during the HBC era, but the existence of these species is appropriate to the era and were likely present in the uncultivated areas of the HBC landscape.

Incompatible Vegetation

Mission 66 Fruit Trees

During the Mission 66 era of the park, an orchard was established northwest of the main entrance to the fort reconstruction. The location, tree spacing, and tree species were not historic. The location was chosen to provide a screen between the fort and the U.S. Army buildings to the north. Several types of fruit trees were planted including apples, cherries, and pears. The apple trees became diseased and were removed between 2003 and 2009. Only 5-6 cherry and pear trees remain from the Mission 66 orchard and they have lost their grid pattern, no longer conveying the appearance of an orchard.

Miscellaneous Non-native/Ornamental Vegetation

Shrubs and several trees are located throughout the HBC development area that date to post-HBC eras and uses of the land and are not associated with HBC era activities. A chokecherry hedge and groupings of iris, west of the interpretive orchard, is located near the sites of CCC-era buildings that no longer exist. These shrubs may be remnants from the CCC era, but has not been confirmed. During the HBC era, where the chokecherries are growing would have been either an orchard or cultivated field. A sequoia tree is located within the interpretive orchard and several locust trees line the fence north of the interpretive orchard (south of the CCC-constructed U.S. Army buildings). The origins of these trees although unknown, post-date the HBC era and would not have existed within the orchard historically. A single locust tree is located near the reconstructed residences in the village. The origin of this tree is also unknown, but it is not associated with the HBC era. In addition, a mowed lawn has been maintained within the fort stockade since its construction in 1960s.

Invasive Species

Several invasive species are found throughout the HBC landscape. Fields are mowed on a regular basis to control spread. Invasive species listed in the 2009 report titled "Vertebrate and Vascular Plant Inventories for Fort Vancouver National Historic Site: NP Species Certified Lists" include: cheatgrass (*Bromus tectorum*), diffuse knapweed (*Centaurea diffusa*), creeping thistle (*Cirsium arvense*), Scotch broom (*Cytisus scoparius*), common velvetgrass (*Holcus lanatus*), common St. John's-wort (*Hypericum perforatum*), Kentucky fescue (*Lolium*

arundinaceum), reed (canarygrass *Phalaris*) arundinacea, creeping buttercup (*Ranunculus repens*), and black locust (*Robinia pseudoacacia*). Himalayan blackberry (*Rubus armeniacus*) is another problematic species in the park, but is not listed in the report as an invasive species.

Landscape Characteristic Graphics:



Orchard, looking southeast (PWRO, 2009).



Garden, looking southeast (PWRO, 2009).



Fenced field, looking southeast (PWRO, 2009).

Small Scale Features

The fort reconstruction includes several small scale features that are for either utilitarian or interpretive purposes and have been carefully designed or chosen to compliment the historic character of the reconstruction. Features include wooden benches, an entrance sign, interpretive panels, rain barrels around the Chief Factor's house, a replica Red River Cart near the carpenters shop, two cannons in front of the Chief Factor's house, and one cannon near the southwest corner of the stockade. The entrance sign, located near the parking lot, was built in 2001 following the same Mission 66-era design used for the sign at the Fort Vancouver National Historic Site's visitor center. The cannons in front of the Chief Factor's House were historically 18-pounder cannons that were not functional, but placed to impress visitors to the fort. These features are predominantly located in or near the stockade and are compatible with the historic character of the landscape.

Condition

Condition Assessment and Impacts

Condition Assessment:	Good
Assessment Date:	08/01/2009
Condition Assessment:	Good
Assessment Date:	09/30/1998

Treatment

Treatment

Approved Treatment:	Reconstruction
Approved Treatment Document:	General Management Plan
Document Date:	10/01/2003

Approved Treatment Costs

Cost Date:	10/01/2003
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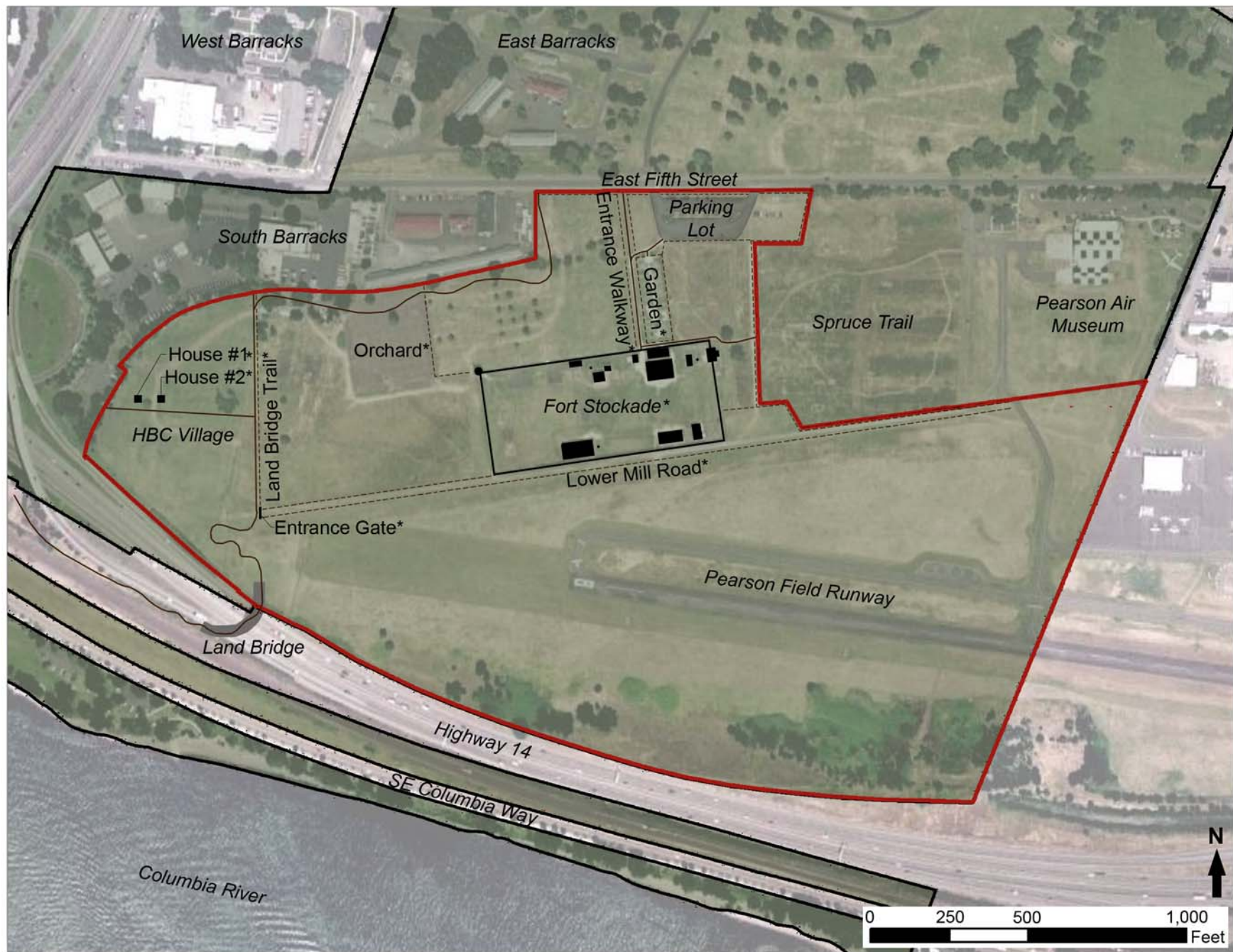
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Transportation, Ol

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- Citation Title:** An archeological overview of Fort Vancouver, Vancouver Barracks, House of Providence, and the World War II Shipyard, Clark County, Washington
- Year of Publication:** 1992
- Citation Publisher:** Archaeological and Historical Services, Eastern Washington University, Cheney, W
- Citation Type:**
- Citation Location:** PWRO-Seattle, FOVA
-
- Citation Author:** Thomas, Bryn and Linda Freidenburg
- Citation Title:** A Review of Data Pertaining to Cemeteries, Human Remains, Burials and Grave Markers associated with Fort Vancouver and Vancouver Barracks, Clark County, Washington, Short Report 543
- Year of Publication:** 1997
- Citation Type:**
- Citation Location:** FOVA
-
- Citation Author:** Warner, Mikell De Lores Wormwell, translator, and Harriet Duncan Munnick, annotator
- Citation Title:** Catholic Church Records of the Pacific Northwest, Vancouver, Vols. I and II, and Stellamaris Mission
- Year of Publication:** 1972
- Citation Publisher:** French Prairie Press, St. Paul, Oregon
-
- Citation Author:** Wilson, Douglas C., Robert Cromwell, and Theresa D. Langford
- Citation Title:** Portland State University Field School at Vancouver National Historic Reserve: Excavation and laboratory procedures manual
- Year of Publication:** 2001
- Citation Type:**
- Citation Location:** FOVA

Supplemental Information

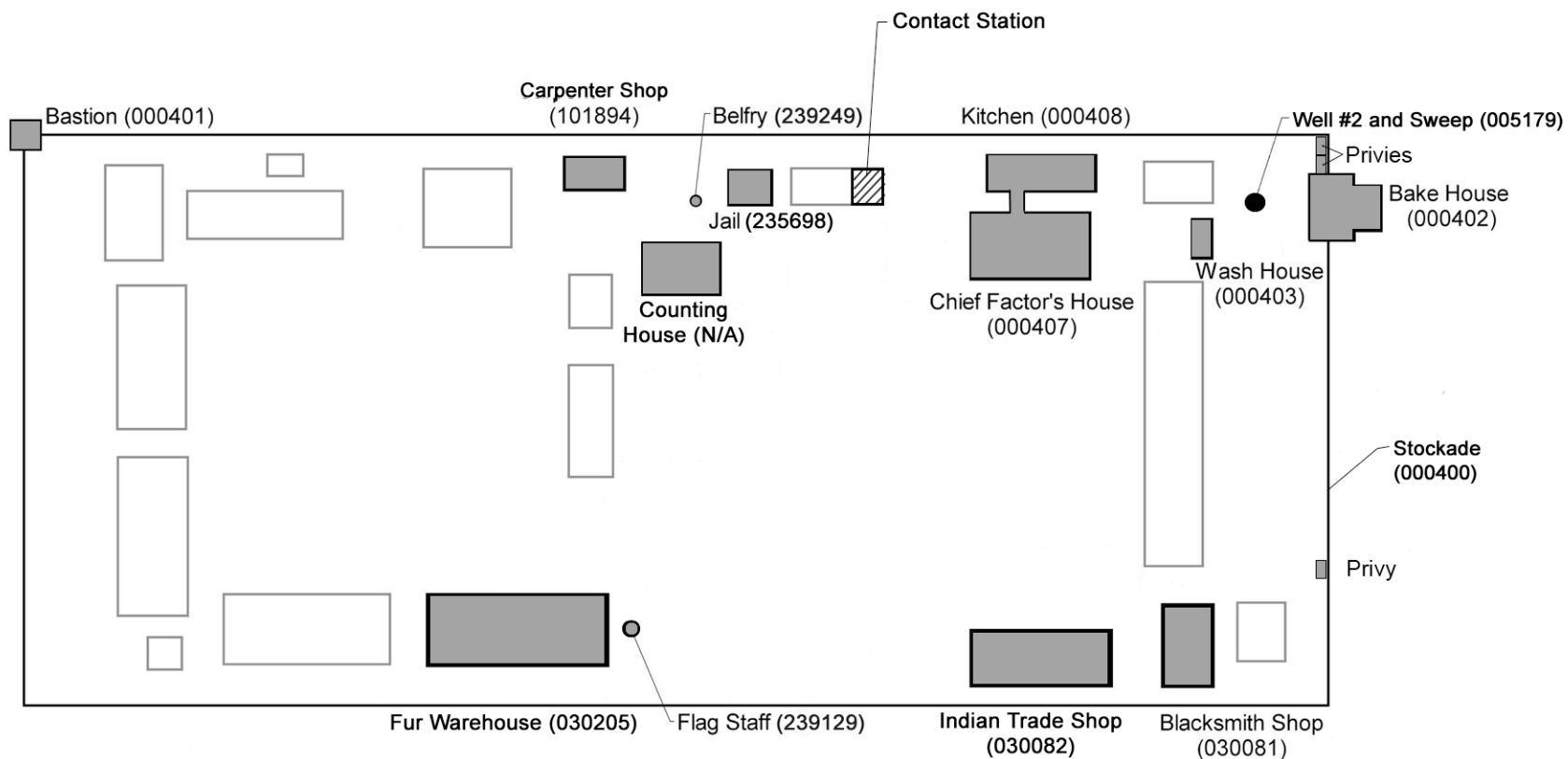
Title: Site Plans

Description: Larger versions of the site plans are available from the park cultural resources manager or the CLI coordinator in the Pacific West Regional office.



Fort Vancouver
Fort Vancouver National Historic Site
Cultural Landscapes Inventory, 2009

- Key**
- * Compatible feature
 - CLI boundary
 - Fort Vancouver National Historic Site
 - Trails and walkways
 - Fence lines



KEY

- Contributing feature
- Compatible reconstruction
- ▨ Incompatible feature
- Historic building footprint
- (#) List of Classified Structures ID Number

