

**1911** Seattle & Grays Harbor

**1912** Vancouver

**1913** Bremerton

**1915** Kennewick

**1917** Brownsville

**1918** Tacoma & Everett

**1919** Kingston



The **Port of Bellingham** first entered the ferry business in 1923 when it built a landing for the Canadian Pacific Railway's ferry, *Motor Princess*. The auto-ferry traveled between Sidney, B.C. and Bellingham in roughly three hours, each way. Today the port's Fairhaven Terminal accomodates passengers using the Alaska Ferry System and a privately-operated ferry operating between Bellingham and Victoria, B.C.

# Washington Public Port District Formation 1911 - 1990



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**1935** Camas-Washougal

**1940** Pasco & Ridgefield

**1941** Klickitat

**1948** Shelton

**1949** Edmonds

**1960** Grand Coulee & Coulee City

**1961** Woodland, South Whidbey & Kahloutus

**1964** Sunnyside, Skamania & Skagit County

**1965** Moses Lake & Ephrata

**1966** Othello, Wahkiakum County #2 & Warden

**1967** Coupeville



**1959** Orcas

**1978** Pend Oreille

**1990** Grapeview

**1958** Benton, Clarkston, Columbia, Garfield, Wahkiakum #1, Chelan County, Douglas, Mattawa, Royal Slope, Quincy & Whitman

**1988** Grandview  
**1986** Centralia, Chehalis & Lopez

**1929** Tracyton

**1928** Ilwaco, Peninsula & Willapa Harbor

**1927** Dewatto

**1926** Anacortes & Mabana

**1925** Keyport, Tahuya

**1924** Port Townsend

**1923** Port Angeles, Manchester & Waterman

**1922** Olympia & Illahee

**1921** Allyn, Bellingham & Longview

**1920** Kalama & Silverdale

The **Port of Grays Harbor**, founded in 1911, is known for its log and lumber shipments. Here, the "billionth foot" is loaded aboard a Japanese ship in the 1920s.

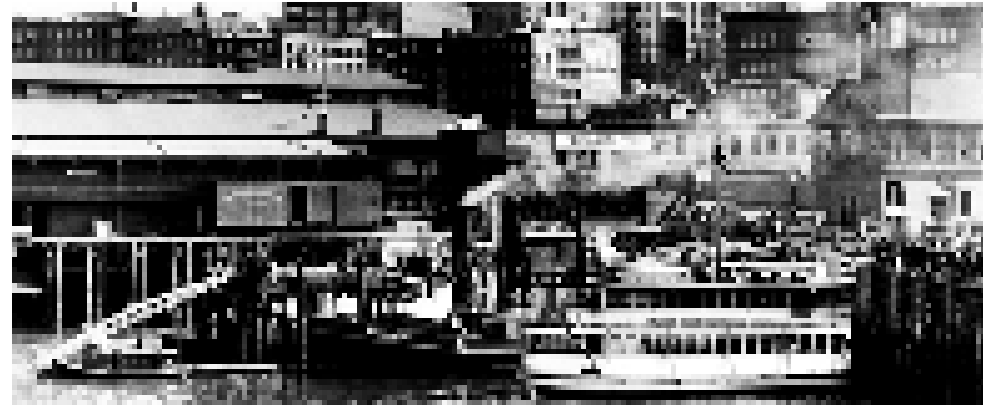


# History of Washington's Public Ports

Washington's early waterfront years were marked by a problem common to many states: private ownership of critical waterfront transportation facilities enabled a few private parties to charge monopoly prices for the use of important public harbor assets.



*The Wenatchee Municipal Airport Terminal building was dedicated in 1959. A new and larger terminal replaced the original building in 1992. Today Pangborn Field is co-managed by the **Port of Chelan County** and the **Port of Douglas County**.*



*By 1913, the **Port of Seattle's** central waterfront main wharf and sheds were completed and available to traffic. Pictured here are the fireboat Snoqualmie and the S.S. Kitsap, circa 1910-1915.*

## *Washington port areas become public*

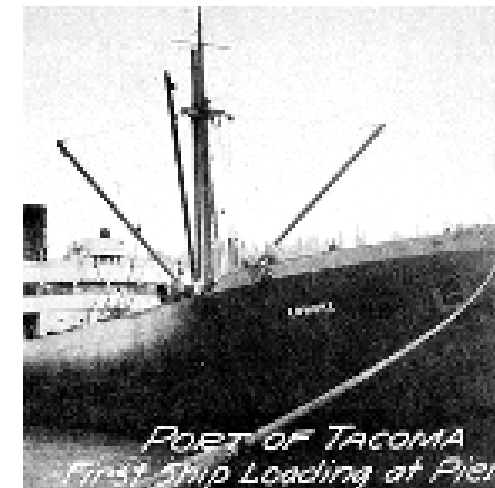
Waterfront monopolies in Washington were first broken in 1889 when the new state constitution provided that the beds of navigable waters belonged to the people, and the Legislature could designate what places would be harbor areas. It also provided a system for leasing waterfront tidelands and uplands in those areas.

In 1911 the Legislature enacted laws that allowed citizens to establish port districts and elect commissioners to administer the districts and oversee their development and operation. After this, the ports belonged to the public, and the people who used them were freed from the problems created by private monopolies.

Washington's public port districts were originally authorized to provide maritime shipping facilities and rail/water transfer facilities. Since then, many additional authorities have been granted to: build and operate airports (1941); establish industrial development districts (1955); develop trade centers (1967), and; develop economic development programs and promote tourism (1980s).

While many port laws have changed since 1911, the most important provisions still remain. Because they are public, but must operate in a proprietary way much like private business, public ports are a special form of local government. Ports are still governed by state and federal laws.

*In September 1911, the Port of Seattle became the **first autonomous municipal corporation in the nation** to engage in port terminal operation and commerce development. The formation of the **Port of Grays Harbor** soon followed.*



*First ship loading at the **Port of Tacoma** pier, March 25, 1921. Today, the port is the sixth largest container port in North America.*