Appendix F

• Preliminary Cultural Resource Assessment, Lithic Analysts, Feb. 2015
Preliminary Cultural Resource Assessment for Three Alternates, East Aberdeen Mobility Project, Aberdeen, Grays Harbor County, Washington

Lithic Analysts Short Report 1409-01

For
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Summary
The Grays Harbor Council of Governments is proposing the East Aberdeen Mobility Project to analyze options for easing congestion and improving safety along US 12 in East Aberdeen between Fleet Street (Riverfront Park/Top Foods) and the Wishkah River. Additional project priorities include facilitating access to local businesses in and around Olympic Gateway Plaza (Figures 1 – 4), improving pedestrian and bicycle mobility and safety, and avoiding traffic backups on US 12 caused by Puget Sound and Pacific (PSAP) railroad traffic. The Council is comprised of 17 local governments and entities in Grays Harbor County. The Council is the lead agency responsible for managing the project. The Council has partnered with the Port of Grays Harbor to garner federal funding local match for the project. The City of Aberdeen also serves as a project partner for evaluating design alternatives for a future facility to be constructed within their city limits. David Evans and Associates, Inc., (DEA) has been contracted to provide technical expertise (GHCG 2014).

Lithic Analysts has been contracted by DEA to conduct the cultural resource study for this project. The proposed project requires a determination whether the proposed activity will adversely affect any cultural resources through compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Lithic Analysts conducted background research and an in-field pedestrian survey of the proposed project area (see below).

Project Need
The project area is a vital commercial core in the City of Aberdeen. Local residents as well as visitors to Grays Harbor frequent this busy area as they patronize local businesses; grocery stores, retail shops and restaurants. Olympic Gateway Plaza is accessed by vehicles from US 12 on the north side of the shopping area by crossing over the Puget Sound and Pacific (PSAP) railroad tracks at seven at-grade intersections and private driveways. When trains are moving through east Aberdeen along the PSAP tracks, access to and from the shopping area is severed until the train passes, resulting in traffic congestion (GHCOG 2014).

Traffic congestion occurs on US 12 as vehicles use the eastbound right lane as turn lane storage. Westbound left turn lane pockets fill up as vehicles wait for trains to clear the at-grade intersections into Olympic Gateway Plaza. Perhaps most importantly, standard emergency vehicle access to the Olympic Gateway Plaza is not available when the trains are present, a delay which can last upwards of 30 minutes. This backup of traffic onto US 12 impedes and in some events stops traffic movement on US 12 altogether; interrupting the free flow of traffic, interrupting access to area businesses, slowing or halting the...
efficient movement of freight traffic, and virtually eliminating all pedestrian and bicycle access (GHCOG 2014).

Area of Potential Effect (APE)
Currently, three alternates have been selected for consideration within the preliminary project study area. The limits of these three proposed alternates are all located within Section 9, Township 17 North, Range 9 West, W.M., USGS Aberdeen Quadrangle (Figures 1 – 4).

Subsurface archaeological testing, such as Shovel Test Probes (STPs), cannot be conducted in the project area until the final alternate has been selected and the final APE has been defined by the project proponents and the APE approved by the Department of Archaeology and Historic Preservation (DAHP).

Alternate A – Heron Street Flyover
Alternate A (Figure 2) requires constructing one roundabout and one roadway overpass. This design constructs a two-lane facility that bridges over two eastbound lanes of US 12 as well as the PSAP rail. Retaining walls are incorporated on the east and west approach ramps. One 6-ft sidewalk has been incorporated into the facility. A WB67 semi-truck will be accommodated for horizontal turning movements on the elevated facility. The roundabout at Newell street can accommodate semi-trucks, and adds vehicular access to the neighborhood north of US 12.

Alternate B – Benn Street Texas-T
Alternate B (Figure 3) includes the construction of two roundabouts and a new grade-separated access to Olympic Gateway Plaza. This design constructs a T-shaped, one-lane facility through the center of US 12, and bridges over the eastbound lanes of US 12 as well as the PSAP rail. Retaining walls are incorporated on both side of the ramps, adjacent to US 12 through-lanes. One 6-ft sidewalk has been incorporated into the facility. A two lane ramp is located within the Olympic Gateway Plaza parking lot to accommodate entering and exiting vehicles. Large vehicles, such as a WB67 semi-truck will be accommodated for horizontal turning movements on the elevated facilities. The single lane roadway located within the US 12 corridor has westbound traffic driving up the ramp and into the mall, and the traffic exiting the mall crosses over the tracks and US 12, turns left, and travels down the westbound single lane ramp and joins US 12 at the westernmost roundabout. The roundabouts are needed to redirect traffic to their desired direction. Driveways and entrances on the north and south side of US 12 will become Right-in/Right-out due to the elevated structure in the center of US 12.

Alternate C – Chehalis Street Overpass
Alternate C (Figure 4) requires the construction of a roundabout and a roadway overpass. The design constructs a two-lane facility that bridges over all lanes of US 12 as well as the PSAP railroad tracks. One roundabout would be located at the intersection of US 12 and Newell Street. This roundabout allows traffic to enter and exit the neighborhood north of US 12, as well as access the new overpass into the Gateway Plaza. Parking lot modifications would be necessary within the Gateway Plaza shopping area to optimize
traffic circulation as a result of the new grade-separated access. Retaining walls are incorporated on the north and south approach ramps of the overpass. One 6-ft wide sidewalk has been incorporated into the facility. Large vehicles, such as a WB67 (i.e. wheel base length of 67”) semi-truck and RV’s towing a boat, will be accommodated for horizontal turning movements on the elevated facility. The roundabout at Newell Street will accommodate semi-trucks, and adds vehicular access to the neighborhood north of US 12.

Environmental Setting
The preliminary study area is on the very southern end of the Olympic Peninsula Province, one of 15 regional physiographic provinces. These provinces are broad stratifications of relatively homogeneous areas used to designate geographic areas in the Pacific Northwest. The Olympic Peninsula Province includes the Olympic Peninsula west from approximately Hood Canal to the ocean, including the northern portion of Grays Harbor. The Chehalis River forms the southern boundary of the Olympia Peninsula Province. The Olympic Mountains make up the central core of the province (Franklin and Dyrness 1973).

The project is situated on a low-elevation coastal plain on a small peninsula defined by the converging channels at the confluence of the Wishkah River and the Chehalis River. This peninsula, known locally as East Aberdeen, is approximately ½ mile by ½ mile in size and is relatively level. The peninsula likely is a natural fluvial outwash bar formed by the long-term accretions from the Wishkah River. Historical re-grading of the surface is likely, and historical fill dominates the area below or south of East Wishkah Street/US 12. Two roughly parallel and steeply sloped ridges bound the eastern side of the peninsula. Ridge elevations exceed 200 feet. Wilson Creek flows between the ridges and into the Chehalis River under US 12 via a culvert (Terracon 2013).

East Aberdeen is heavily developed with a mixture of commercial, industrial, institutional, and residential buildings, with an infrastructure of roadways and utilities. The residential buildings are located north of East Wishkah Street/US12. US 12 bisects the middle of the peninsula in an east-west direction. The PSAP railroad tracks curve through the southern portion of the peninsula below or south of East Wishkah Street. The railroad bridge crosses the Wishkah River from Aberdeen. The main downtown, industrial, and residential areas of Aberdeen occupy the west side of the Wishkah River. South Aberdeen is across the Chehalis River to the south (Terracon 2013).

Ethnographic Context
Culturally, East Aberdeen is located within the Northwest Coast Cultural Area extending from California to Alaska in the traditional territory of several Native American tribes with shared language similarities, referred to as the Southwestern Coast Salish. Of those tribes, the Lower Chehalis occupied the drainages of the Wynoochee, Wishkah, Hoquiam, Humptulips and North Rivers, and Grays Harbor and the northern portions of Willapa Bay (Hadja 1990).
The Southwestern Coast Salish also share a similar culture including subsistence, mode of travel and transportation, clothing and adornment, construction techniques and other technology, as well as similar social and political organizations, religion and ceremonialism. Permanent villages were located along the shores of local rivers, bays, and lakes—almost always on the water’s edge, salt or fresh water. Villages were made up of a single line of houses within a few paces of the high water mark and accessible by canoe. The houses were in full view of the canoes beached on the shore. Canoes were central to their lives and provided transportation from place to place over water, thus avoiding the difficult, dense and wet undergrowth of the forest. They lived and hunted in the open coastal shores, rivers and their tributaries, and the sheltered waters of the northern shore of Grays Harbor. Water defined their lives as these areas provided an abundance of salmon, sturgeon, and other fish and shellfish, which were a mainstay in their diet. This was supplemented by land mammals and local edible plants such as crabapples, several kinds of roots, cow parsnip, and berries. Trees were harvested for canoes. Camas, an important staple food, was obtained through trade with other tribes (Hadjia 1990, Storm 1991).

Their largest social grouping was the village. They lived principally around the southern shore of Grays Harbor and the Chehalis River, but their territory extended up several river valleys on the north side of Grays Harbor. They were astute traders who encountered Robert Gray in 1792 and traded with Lewis and Clark in 1805 and 1806, and later with fur trading companies. Their population steadily declined through the years from an estimated high of 1,500 – 2,000 people to somewhere between 100 and 217 by 1855 (Ott 2009).

The Lower Chehalis Shoalwater had a village at what is now the Shoalwater Bay Reservation. Their particular territory extended from near Bay Center to Westport. The Lower Chehalis derived their name from tshels, their word for “sand” and also the name of their principal village near present day Westport. This word was pronounced Chehalis by early explorers who named the river, Chehalis (Shoalwater Bay Tribe 2014). The Chehalis hunted, fished, and gathered resources throughout Grays Harbor. A site on Elliott Slough provided access to sturgeon fishing, which they dried for winter consumption (Ott 2009). Their most important cultural resource and economic staple was the salmon, particularly the sockeye or blueback. Though the canoe was their primary source of transportation through the many waterways, upland trails were an important economic route to trade with tribes throughout the Olympic Peninsula and in Puget Sound (Justine and Chubby 2002).

**Historic Context**

Grays Harbor was not entered by Europeans until Captain Robert Gray, the harbor’s namesake, arrived on his ship, The Columbia, on May 7, 1792. Gray, himself, left few notes in the ship’s log, but he initially named this place Bulfinch Harbor in honor of one of the owners of the ship. Captain Gray did not publish his charts, so the use of Bulfinch Harbor was lost to history (Van Syckle 1942). However, Gray’s crew used his name from the very beginning – the apostrophe has since been dropped. The visit of The Columbia
marked first contact between the Lower Chehalis and white Americans. One of Grays’s crew reported seeing “vast many canoes” (Ott 2009).

The English explorer, George Vancouver, and the Spaniards Galiano and Valdez did use Gray’s name on their charts, and that is the name by which it is known today. Lt. Joseph Whidbey of Captain Vancouver’s crew briefly explored Grays Harbor and placed Gray’s name on the charts where it stayed as the accepted designation for the future. It was another 32 years before a Hudson’s Bay trading party arrived during a gale storm in November 1824 on their way from Astoria to Puget Sound (Van Syckle 1942).

A year later, the botanist David Douglas arrived after falling on a rusty nail in Fort George. He had ventured overland for the most part to Grays Harbor – via a portage from Cape Disappointment to Willapa Bay, then paddling to Cape Shoalwater to wait out a storm. Through even more violent storms, he final portaged 16 miserable, painful miles to Grays Harbor. Douglas was helped by local Indians and he recuperated for several days in their village along the Chehalis River. Before travelling up the Chehalis Valley and while still nursing his agonizingly painful knee, Douglas collected seeds including bear grass and wild licorice in the vicinity of today’s Aberdeen and Hoquiam. He then investigated 60 miles up the river before portaging to the Cowlitz River and down the Columbia River to return to Fort Vancouver (Van Syckle 1980).

Members of the United States Exploring Expedition under the direction of Lieutenant Charles Wilkes surveyed Grays Harbor in the summer of 1841. The survey was beset by problems, mostly because of the shallowness of the harbor which they deemed unfit for commercial traffic. The crew had difficulty obtaining canoes from the local Indians and supplies were low. By the end of August, they had named approximately ten localities including North Bay which they called Useless Bay, a reflection of their low opinion of that portion of the harbor (Barkan 1987).

Grays Harbor remained fairly remote until loggers arrived 11 years later, and even then it would be decades before a true influx of settlers began. Scattered settlements remained small and relied on subsistence farming. Early travel from place to place was by canoes and steamships. Even though Grays Harbor was not deep enough to compete with Puget Sound cities, it soon became clear that it was a good place to fill ships with milled lumber and canned fish (Ott 2009).

The Armstrong Mill was opened on Cedar Creek, which flowed into the Chehalis River just northwest of Oakville. The Armstrong Mill provided locally some of the highest quality lumber in the country for many years. By 1856, Michael Luark was starting another water powered sawmill at Sylvia Creek falls north of Montesano. He was joined by John Fry in 1870. Eventually, a flume carried lumber from the mill down the creek to the Chehalis River for transport to markets. The sawyer for the mill, C. N. “Bud” Wilson, later was elected to the County Commission. The Sylvia Creek Mill was sold to the Port Blakeley Mill Company in 1890 (Van Syckle 1980).
The Oregon Donation Land Act of 1850 was instrumental in encouraging settlement in the region. This law granted a half section (320 acres) of public land to each male American citizen 18 years or older once the land had been surveyed by the government. A wife could receive an additional half section in her name. In order to obtain clear title, the homesteader must occupy, cultivate, and improve the land for four years before title was granted.

Previous federal policy was contradicted by the passage of the Oregon Donation Land Act in that lands donated were still held by Indians. The act expired in 1855, but by then prime land along Hood Canal, Puget Sound, and the Straits of George had been claimed by settlers. It was in this context after the establishment of Washington Territory in 1853 that Governor Stevens instituted negotiations with Indian people in the new territory to obtain clear title of the land (Wray 2002).

Treaty council between Territorial Governor Stevens and the Lower Chehalis failed in 1855 and the government took title of their land without compensation. Some Lower Chehalis incorporated into the Chehalis Tribe on their reservation on the Black River, and some descendants are today members of the Quinault Allottees Association (Ruby and Brown 1992).

The Wishkah Valley was the last valley in Western Washington to be settled, but it was exploited for timber early on. One of the earliest claims on the lower Wishkah River was filed by Mary Jones, but it was abandoned in 1857 when she left the area to settle west of Elma (Ficken 1987). The name Wishkah is an anglicized version of a Chehalis word, kwish-kahl, which means “stinking water” (Phillips 1971).

The first U.S. Department of Interior General Land Office (GLO) cadastral survey was implemented beginning in 1851 with the setting of the Willamette Meridian. The contract for the survey of Township 17 North, Range 9 West, was assigned in 1858 and surveyed in September 1859. The southern two miles of the township were deemed “mountainous and unfit for settlement and cultivation” (USSG 1860).

The general description for the Cadastral Survey of 1859 state that the river bottom lands in Township 17 North are “generally so low as to be washed by very high tides” with some small prairies and open grassland north of the bay. Also noted were strips of grassland along the river and strips of open grassland interspersed in the bottoms. By then, a “nucleus of a town started called Cosmopolis in Section 14 on the claim of James Pilkenton (sic) where there is about to be erected a sawmill” (USSG 1859).

Small towns began springing up here and there with people attracted to the seemingly endless supply of timber. James Karr arrived at the future site of Hoquiam in 1859 (Ott 2010). Reuben Redman came to the mouth of the Wishkah River in 1862, first settling on the south shore of the Chehalis River at what is now Ocosta (Van Syckle 1982). But, in 1866, he purchased two lots (Serial Patent No. 720) adjacent to the confluence of the Wishkah and the Chehalis Rivers (BLM 1866) upon which he farmed (Ott 2009).
Not long after, Redman’s daughter, Martha, married Sam Benn in one of the first wedding ceremonies performed in Chehalis, now Grays Harbor, County (Van Syckle 1982). The couple at first settled on Benn’s farm at Melbourne, which he had been operating for nine years. Sam Benn wanted to start a city and he determined the mouth of the Wishkah was better suited with its closeness to marketable resources including timber, fish, whales, and shellfish. Since his father-in-law was not interested in building a city, and Benn was not interested in farming, they traded properties in 1868 (Ott 2010). Sam constructed their first home in the “block bounded by Market and F Streets” on the west side of the Wishkah River. At the time, this was north of a slough that branched from the river end of Wishkah Street (near the present bridge) and angled off northwest toward the corner of Fourth and Broadway. This required a log foot-bridge constructed from a large tideland spruce tree. Later, a “trestle-type bridge” was constructed (Van Syckle 1982).

The new city took a while to get going, so Benn offered land to individuals willing to open businesses on the Wishkah. In fact, Sam and Martha Benn would eventually give away, or sell at a reduced rate, approximately two-thirds of their land. First came George Hume, who constructed a fish cannery in 1876 and hired Chinese laborers as packers. Hume eventually sold his cannery to the Aberdeen Packing Company. In 1884, Benn had his land surveyed and platted the town of Aberdeen. His first choice as a name was Heraville, but another settler, Jean Stewart suggested Aberdeen after the town in Scotland, which means “at the mouth of the river” and this was the name selected by Benn (Ott 2009).

Benn gave land to A. J. West in 1884 and J. M. Weatherwax in 1885, both from Michigan with plans to construct mills. Aberdeen was a meager site at that time with only “six buildings perched on muddy streets that barely stayed out of water at high tide” (Ott 2010). A. J. West constructed the first sawmill in Aberdeen and the third tidewater mill on Grays Harbor following Cosmopolis and Hoquiam. He located the mill on the east side of the Wishkah River where it enters the Chehalis River. His mill supplied the lumber to build the Weatherwax Mill below the mouth of the Wishkah. By the time the Weatherwax party arrived, the town had grown to forty meager buildings of “make-shift barns, chicken coops, privies, woodsheds, and Sam Benn’s salt house,” but streets and sidewalks were nowhere to be found. Mud, there was plenty – stinky mud and more rain than anybody thought possible. Travel was by boat, and getting around required a rowboat even for funeral processions. Buildings were constructed about three feet above the tideline, water frequently rose to the floor and floated woodpiles away. Frequent floods rendered the houses “above a sea of debris-strewn tide”. After twice losing his chickens to flooding, one man built his chicken coop on a raft. Extremely high tides would wash away sidewalks. (Van Syckle 1982).

The West and Weatherwax Mills supplied lumber locally, but by 1886 they were shipping to San Francisco and other distant markets. A generous promoter, Benn also donated lots to railroad workers who worked on the Northern Pacific Railroad’s Tacoma and Ocosta Line in 1894. He sold other lots on the payment plan, gaining permanent residents in the process (Ott 2010).
Four mills were located in Aberdeen by 1889 including Wilson Bros. & Co. Mill in 1887 and Hulbert’s Union Shingle Mill in South Aberdeen in 1890 bringing in more money and enticing more people to move there looking for work in the mills (Ott 2009). Only a few cabins were located on the lower Wishkah by 1877 but by then logging had begun on the west fork of the Wishkah. By 1893, stimulated by the rapid expansion of lumbering in the area, the population had grown to over 9,000 people in the county (Ficken 1987).

All these mills created more sawdust than anybody knew what to do with. The solution was to use it filling the tide-water impacted streets. This was a problematic solution in that sawdust, while easy to compact, was highly flammable, not to mention full of fleas. Eventually, the city had to replace all the sawdust with fill dirt before the streets could be paved (Ott 2009, Van Syckle 1982). The sawdust was spread along the muddy streets with wooden planking placed above. Sidewalks were constructed of wood and built on stilts to protect pedestrians from the tidewaters below. Not very sturdy, these sidewalks often pitched and swayed with the motion of the tides (Wilson 2007).

The City of Aberdeen was incorporated on May 12, 1890. The first mayor was a local real estate agent, J. B. Maling. The first city treasurer was C. T. Wooding, who was a banker. The city council consisted of six men: William Anstie, Alex Young, E. L. Kochler, O. M. Kellogg, A. J. West, and L. F. Babcock. Sam Benn was the second mayor, beginning his term in 1891 (Van Syckle 1982).

Population continued to grow once the area recovered from the Panic of 1893. By the turn of the century, Aberdeen had six sawmills, two shingle mills, a stave factory, two shipyards, and three canneries, as well as hospitals, school, churches, and theaters. The diverse population from Asia and Europe provided labor for all the local businesses. Saloons and brothels flourished (Van Syckle 1982).

Most of the wooden buildings and sidewalks were destroyed by several fires in 1887 and 1902 and two in 1903. The fires of 1903 were particularly devastating. First, a fire destroyed the Wilson Bros. & Co. sawmill on July 22, 1903. Nearly three months later on the morning of October 16, a catastrophic fire destroyed Aberdeen’s entire downtown. Known as “Black Friday”, it started as a small cooking fire in the Mack Building and quickly spread to engulf the entire town. Despite efforts of firefighters from Cosmopolis, Hoquiam, and Aberdeen, the fire raged until it was contained at 2 p.m. By the time it ended, many businesses lost their inventory, and three men died. Seven square blocks (20 acres) of downtown business district and surrounding homes, 140 buildings, were destroyed including the planked streets and wooden sidewalks. This time, the new buildings were to be constructed of stone, the streets of brick, and the roads of cement. Wilson Bros. & Co. rebuilt and began operations again in 1904 (Van Syckle 1982, Wilson 2007).

As late as 1907, many of the residences remained on pilings with streets below still filled by the abundant sawdust from local mills to protect from flooding tides (Figure 6). After the fire, buildings of cement, stone, and brick were constructed on piling, but water could...
still be seen between the cracks in the boardwalk and underneath houses. Efforts by the City of Aberdeen to fill the streets and bring them up to grade began in 1908. Fill material was obtained from the area around the present day Aberdeen High School. Another fill project was instituted in 1910 to fill lowlands between Broadway and Division Streets with dredging waste from the Chehalis River. Later, in 1912 hydraulic equipment was utilized to sluice more hill areas to fill between F Street and the Wishkah River. Development of the city continued as the city expanded its infrastructure by constructing bridges across the rivers. Mills increased capacity while timber drove continued economic growth until the 1930s. The Great Depression marked the beginning of the slow decline in the economic dependence on timber and other natural resources (Ott 2010, Van Syckle 1982).

**East Aberdeen Development**

The East Aberdeen of today is far different than that of the late 1800s and early 1900s. It is bound by the Wishkah River on the west and north, the Chehalis River on the south, and Think-of-Me Hill on the northeast. East Aberdeen was home to the West and Slade Mill, the Wilson Bros. & Co. Mill complex, the Damitio Box Factory, the Columbia Hotel, Grays Harbor Packing Company Cannery and Chinese Mess and Bunkhouse, and many others (Silva 1998).

The Wilson Brother’s & Company Mill had its beginnings in East Aberdeen in 1887 when brothers Charles and Henry Wilson, originally Swedish immigrants, ventured north from Rainier, Washington, to search for a good location for their planned lumber mill. After meeting with Samuel Benn and A. J. West, they purchased land ¼ mile east of the West mill for “one dollar and other considerations” on land with “primitive trees and underbrush” at the eastern side of the mouth of the Wishkah River where it empties into the Chehalis River. The original town plat filed in 1884 for this area was at first called Wishkah, but Wishkah was later incorporated in 1888 as part of Aberdeen (Wilson 2007, Van Syckle 1982).

The Wilson’s were looking to expand their family interests. Wilson family business ventures went back even farther to 1872 when Fred, Charles, and Henry began towing lumber on the Columbia River. They soon expanded to cutting timber into board feet at Rainier and established a lumber yard in Portland. After the mill in Rainier burned to the ground, they turned their sights on Grays Harbor. Along with their brother-in-law, A. B. Johnson, they eventually operated two mill businesses, one in East Aberdeen and the other in San Francisco. Wilson Bros. and Co. also purchased a lumber camp and expanded their maritime fleet. After the California and Washington split into separate enterprises, the mill and lumber camps were operated by Charles Wilson’s son, Jonathan, with his two brothers assisting (Wilson 2007).

The large, extended Wilson family soon moved into the area and began building homes. Possibly the first house in East Aberdeen was constructed by Charles Wilson and his wife Anne at 1022 East Heron, directly across from the Wilson Bros. & Co. sawmill. Today, the house is long gone – its former location is the intersection of South Chehalis and East
Heron in the mall parking lot. Other family members also constructed their homes – all now gone – in the immediate vicinity of the mill (Wilson 2007).

With enlargement and expansion over the years, the Wilson Bros. & Co. Mill (Figure 7) would one day have the capacity to put out 50,000 board feet of lumber in ten hours. In addition, the Wilson Mill was the only one in the area that could handle logs 40 feet or longer. The market in Aberdeen was dominated by the Weatherwax, West and Slade, Mack and Wood, and the Wilson Bros. & Co. Mills. All this industry and the continual cutting of trees to supply them stimulated the burgeoning population growth of Grays Harbor as workers arrived looking for jobs (Wilson 2007).

The S. E. Slade Mill was located closer to the Wishkah River originally constructed by A.J. West in 1884. West began construction soon after arriving in Aberdeen. He acquired foundation timbers for their new mill from the steam powered mill in Cosmopolis, just up the Chehalis River. Once mill production was underway, West turned his attention to constructing a boarding house and a bunkhouse near their plant. Highly successful, the West Mill was cutting over 13 million board feet of lumber by 1890. This mill was the first electric light mill in Aberdeen. West also constructed the first general traffic bridge across the Chehalis River from East Aberdeen called the West Bridge. This bridge was in use until replaced in 1955 by the US 101 Bridge from Aberdeen to South Aberdeen. At some point, Alexander Poulson purchased half interest in the West Mill. The West Mill was sold to S. E. Slade in 1905 to build another in Junction City. The S. E. Slade Mill operated until just before World War I when it was dismantled (Van Syckle 1980).

Early in 1899, Swedish-born John Lindstrom leased the small shipyard operated by the West Mill and contracted with Wilson Bros. & Co. to build the Henry Wilson, a four-mast bald-headed schooner. Later in 1899, Lindstrom purchased a large tract of land in west Aberdeen where he built ways and shops for shipbuilding. After incorporation as Lindstrom Shipbuilding Company, he constructed fifteen schooners within six years. Business continued to be brisk after the 1906 San Francisco earthquake and fire created a need for lumber and shipbuilding. The shipbuilding portion of the company continued until Lindstrom’s untimely death in 1908. The company continued until 1917, maintaining the operation of their marine railway and providing vessel repairs. Grays Harbor Motorship Corporation then leased the property to construct wartime wooden vessels (Van Syckle 1980).

Wilson Bros. & Co. successfully weathered many economic fluctuations and labor storms over the years. After they sold their lumber camp and railroads in 1919, acquiring raw logs became a consistent challenge. The need for barracks and packing crates in World War II provided a slight boom from 1939 to 1941. The Manhattan Project at Hanford required “loads and loads” of lumber. However, once steel replaced timber for ships by 1943, the lumber market suffered. Second growth timber was not ready for harvest. Wilson Bros. & Co. gradually sold unneeded machinery and parcels of land to make way for new development. Finally in 1943, the mill property itself was sold to the Eardley Fish and Filleting Company of Seattle (Wilson 2007).
Northern Pacific Railroad

The Northern Pacific Railroad (NPRR) terminus was originally planned for the booming town of Ocosta, but the Panic of 1893 and the railroad strike of 1894 put an end to those plans. Not only was the railroad strike crippling for the NPRR, but the economic decline was disastrous for Ocosta (Van Syckle 1982). In addition to the impact of the panic, Ocosta’s silt-filled and shallow harbor proved to be an obstruction to ships. Aberdeen desperately needed a railroad. By the late 1880s, Aberdeen was fast becoming one of the most important shipping ports on the west coast. Immigrants wishing to settle and work in Aberdeen and Hoquiam would disembark in Montesano and catch a steamboat for the ten-mile journey down the Chehalis to Aberdeen. A. B. Johnson of Wilson Bros. & Co. was known to meet the Swedish immigrants at the dock and call out to them in their native language “Come work for us” – this being the first Swedish many of them had heard before arriving in this country (Wilson 2007).

The NPRR offered to build another line to Aberdeen, if Aberdeen would subsidize the construction for $35,000. Even though the NPRR offered a 50% rebate on all freight charges to all who donated, the city rejected the offer as too expensive and they could not raise the needed funds. Instead, they capitalized on the earlier grounding of the Abereorn at the entrance to Grays Harbor. As luck would have it, the Abereorn went down with its cargo of railroad rails, some of which the City of Aberdeen eventually acquired. Railroad ties were donated by the local mill owners. Sam Benn offered building lots to people who would donate time and labor to the construction project. Benn also donated land for the new depot and a freight yard in East Aberdeen (Van Syckle 1982).

With widespread community support and involvement, the line was completed and turned over to the NPRR in 1895 (Van Syckle 1982). The final spike was driven in by Charles Wilson, and the line turned over to the NPRR. This line connected the NPRR line that ran through Cosmopolis on its way to Ocosta. The first passenger train (Figure 5) arrived from Junction City at Aberdeen’s first railway station near Newell and East Wishkah Streets, met by a rousing celebration of 700 cheering Aberdeen residents and a brass band (Wilson 2007). Now the city could rely on coastal shipping with a link to the east. With less isolation from the rest of the state, Aberdeen was now in a position to dominate economic growth in Grays Harbor County. It wasn’t long before the NPRR extended the line to Hoquiam (Van Syckle 1982).

East Aberdeen had a character unlike any other part of town. So many Finnish people lived there it was referred to as Finn Town. A vibrant community, its male residents fished or worked in the mills and shipyards. The women sometimes worked as maids or in the cannery. The railroad rumbled through with passenger cars carrying mail and flatcars loaded with logs, equipment, or other goods such as grains, cascara bark, and produce. A railroad spur was located between Heron and Wishkah Streets. The two-lane highway came from Montesano, where it joined East Wishkah Street to cross the bridge into Aberdeen proper. Supplies were unloaded at the produce company for delivery to local restaurants and stores. The wood-planked old West Bridge carried traffic from Cosmopolis into East Aberdeen. The railroad bridge transported the train west into
Aberdeen. A streetcar carried passengers from East Heron Street to Cosmopolis (Silva 1998).

Many residences were located north of Wishkah Street at the base of Think-of-Me Hill on the flat between the hill and the Wishkah River. The Whitman School provided the needed education. East Aberdeen also included smaller pockets with names like Tipperary Beach, Hobo Jungle, and Port Arthur.

Prior to the construction of the shipyard by Ed Lindstrom, Tipperary Beach was a rag-tag collection of cabins, shacks, and houseboats on the Chehalis River bank. The city provided water and power, but the Chehalis River provided the sewers for the outhouses that overhung the river. The little cluster of houses and float houses could not be seen from the street (then East Heron) above. Everything was torn down or moved for construction of the shipyard near the shore behind today’s Walmart.

Hobo Jungle was a hobo camp on the east bank of the Wishkah River on the north side of the railroad tracks, strategically located for access to boxcars or flatcars as they slowed going into town. The shanty shelters were usually constructed of corrugated tin and salvage lumber, and were mostly obscured from the view by brush and small alder trees.

Of the two ridges just northeast of the project, the western ridge was once known as Dabney Hill, but today is called Think-of-Me Hill (Figure 8). An early town mayor in 1897-99, L. L Maley, was a cigar maker with a shop at the rear of an Aberdeen bank. Local businessmen came to his establishment for Maley cigars and to talk about the events of the day. As an advertising gimmick, Maley installed a huge sign on the hill facing downtown Aberdeen for his big “Think-of-Me” cigars. Maley died in 1935 and his cigars disappeared, but his memory lives on with the name of the hill (Van Syckle 1982).

Port Arthur, with its “neatly kept” houses, was at the base of Think-of-Me Hill and the Wishkah shore. Access was by a planked walkway on piling above the river for pedestrian travel. Much of Port Arthur was washed away in the 1970s by a slide.

**DAHP Archival Research -- Local Previously Recorded Archaeological Sites**

An archival file and literature research was conducted of documentation relevant to the project area. A search was conducted of archaeological records pertaining to the project vicinity and housed at the DAHP in Olympia. The DAHP WISAARD database, which includes maps and site forms, revealed that previously recorded archaeological sites are not located within the preliminary study area.

To date, Traditional Cultural Properties (TCPs) are not recorded or documented at DAHP within the preliminary study area or in the vicinity that have been evaluated for Bulletin 38 criteria (NPS 1996). There are six previously recorded archaeological sites in the Grays Harbor in the vicinity of the preliminary study area. These sites include 45GH58, 45GH73, 45GH86, 45GH130, 45GH179, and 45GH180.
45GH58 (Labolt 2005)
The historic Kaiser Site, 45GH58, recorded in 2004, is located on the west bank of the Hoquiam River near the confluence with the Chehalis River within the Grays Harbor estuary. Test excavations (from 1 to 2.5 meters below the current surface) at the Kaiser Site identified numerous artifacts associated with the Northwest Lumber Company. These artifacts included a Puget Sound and Pacific Railroad spur, wooden pilings, and a brick burner, as well as timber mill debris. The original mill was constructed in 1882, burned in 1896, and flooded by 1928. Dredge material was deposited on the site location from the 1940s through the 1970s.

45GH73 (Munsell and Storm 1981)
45GH73, the prehistoric/protohistoric/historic Newskah Creek Fish Trap/Weir Complex is located at the mouth of Newskah Creek on the south shore of Grays Harbor and continues westward along the shoreline on the tidal flat. Approximated 170 wooden stake and piling alignments within an 80 acre area along the intertidal zone have been recorded and mapped. Most of these features are situated in a 1600 meter by a 200 meter band along the coastline. This site, constructed and used over approximately 1,000 years (until the late 1800s), is one of the largest fish trap sites recorded in the Pacific Northwest. Prehistoric and historic artifacts have been recovered from the beach surface adjacent to the fish trap.

45GH86 (Mass and Munsell 1984)
45GH86 is the remains of prehistoric/historic fish weir located along the southern shoreline of Grays Harbor at the mouth of Indian Creek. The structural remains include several sharpened posts within a 30 x 15 meter area. Artifacts identified from the beach associated with the fish weir have been identified as fire fractured rock, debitage, bone, shell, glass, and metal.

45GH130 (Onat and Lykowski 2007)
The Hoquiam Hooverville and Industrial Tidelands Site, 45GH130, is situated on the west bank at the mouth of the Hoquiam River on the northern side of Grays Harbor. In 2006, BOAS, Inc. (Onat et al. 2007), excavated this location. This site is the location of the 1930s Hooverville Community that included a lumber mill (late 1880s-1930s), fish processing plant, and an electric company. The 2006 excavations produced structural remains (both residential and business) as well as 537 historic metal, ceramic, brick, and other modern artifacts dating from the late 1800s to the 1960s, mainly from the northern portion of the site. Archaeological deposits are currently covered by 2.5 to 3.5 meters of modern fill. It was reported that significant prehistoric artifacts were not identified during the trench excavations.

45GH179 (Mullaley et al. 2009)
Site 45GH179, located on the north shore of Grays Harbor, includes two archaeological resources; a prehistoric fish weir and an historic industrial sawmill (Jones and Stokes 2010). The fish weir, currently situated under 17 to 21 feet of fill, was constructed of at least 486 (mostly cedar) stakes, which were split from a larger cedar log as evidenced by the “wedge marks” on most of the stakes. The full boundary of the fish weir is unknown.
due to the limited trench excavations. Radiocarbon essays indicate the fish weir stakes range from 220 YBP to 1,220 YBP, with most being around 900 year old.

The 20th century sawmill located at 45GH179 was demolished in 1966, but structural remains of the mill’s boiler room, engine room, associated buildings, plank roads, railroad, and pilings were identified during the trench excavations. Modern debris such as bricks, metal, and glass were also recovered during this excavation.

45GH180 (Mullaley and Cascella 2009)
45GH180, the Hulbert Mill site is also located on the northern side of Grays Harbor. The Hulbert Mill was originally named Hart-Wood Lumber Company, and was archaeologically identified by brick and concrete foundations of the burner, boiler room, and engine room (Jones and Stokes 2010). Also, features identified during the trench excavations at 45GH180 included plank roads, walkways, and pilings. Thirty-six ceramic and 21 glass artifacts were also recovered during this excavation.

Assessment of Three Alternates
Several large industrial complexes, warehouses, businesses such as the Columbia Hotel, the trail depot, West and Slade Mill, Wilson Bros. & Co. Mill, and the Lindstrom Shipyard were once located south of East Wishkah Street (Figure 6). Those within the preliminary study area Limits included, but are not limited to, the Produce Company, Grays Harbor Fuel, the A. J. West mansion, Damitio Box Factory, and Isaacson’s Metal and Rope, Goodwill Industries General Salvage Store, Twin City Feed Store, the Columbia Hotel, Berry Freezing and Packing Cold Storage, and portions of the Wilson Bros. & Co. Mill. The S. E. Slade Lumber Mill and Kiln were located generally north of East Heron between Kansas and Harbor Streets where All Star Ford now is located. The expanse of Slade properties was more extensive over the west end of East Aberdeen. The Wilson Bros. & Co. Mill properties occupied the eastern portions of East Aberdeen (Sanborn Map Company 1928, Silva 1998). All structures older than 45 years of age and south of East Wishkah Street have since been torn down. However, structures older than 45 years of age are located north of Wishkah Street, however.

Alternate A – Heron Street Flyover
A geotechnical engineering evaluation was conducted last year for the proposed expansion of the Wal-Mart store #2037 (Terracon 2013). As part of that evaluation geotechnical borings were excavated at various locations in the Olympic Gateway Plaza which is paved in asphalt. Seven of the borings (Nos. 2, 3, 4, 5, 6, 7, and 8) were in close proximity to, or within the Alternate A study area. Boring results indicate the depth of imported or industrial fill ranges from 2.75 to 10.0 feet below the asphalt. Augur refusal was encountered 4 feet below the surface at Boring 7. This was probably a piece of unreinforced concrete possibly overlain by railroad tracks or other linear metal surface.

The PSAP Railroad tracks, formerly operated by the NPRR, are located within Alternate A. The tracks were originally constructed by the citizens of Aberdeen in 1895 and turned over the NPRR. Since that time the tracks have been upgraded and in some cases, the
The tracks must be recorded on DAHP Historic Property Inventory Forms. No structures older than 45 years of age are located in Alternate B.

Alternate B – Benn Street Texas-T
A geotechnical engineering evaluation was conducted last year for the proposed expansion of the Wal-Mart store #2037 (Terracon 2013). As part of that evaluation geotechnical borings were excavated at various locations in the Olympic Gateway Plaza which is paved in asphalt. Nine of the borings (Nos. 3, 4, 10, 11, 20, 21, 22, 31, and 32) were in close proximity to, or within the Alternate C study area. Boring results indicate the depth of imported or industrial fill ranges from 3.0 to 10.0 feet below the asphalt. A 6-inch concrete slab was encountered 3 feet below the surface at Boring 21.

The PSAP Railroad tracks, formerly operated by the NPRR, are located within Alternate C. The tracks were originally constructed by the citizens of Aberdeen in 1895 and turned over the NPRR. Since that time the tracks have been upgraded and in some cases, the alignment altered. The tracks must be recorded on DAHP Historic Property Inventory Forms. No structures older than 45 years of age are located in Alternate B.

Alternate C – Chehalis Street Overpass
A geotechnical engineering evaluation was conducted last year for the proposed expansion of the Wal-Mart store #2037 (Terracon 2013). As part of that evaluation geotechnical borings were excavated at various locations in the Olympic Gateway Plaza which is paved in asphalt. Six of the borings (Nos. 5, 11, 12, 20, 21, and 22) were in close proximity to, or within the Alternate C study area. Boring results indicate the depth of imported or industrial fill ranges from 3.0 to 7.5 feet below the asphalt.

The PSAP Railroad tracks, formerly operated by the NPRR, are located within Alternate C. The tracks were originally constructed by the citizens of Aberdeen in 1895 and turned over the NPRR. Since that time the tracks have been upgraded and in some cases, the alignment altered. The tracks must be recorded on DAHP Historic Property Inventory Forms.

Table 1. Parcels with structures over 45 years old located in Alternate C.

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>Parcel Owner</th>
<th>Address</th>
<th>Year Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>010102300603</td>
<td>LE PHONG M &amp; TRAN LIEU</td>
<td>111 S CHEHALIS</td>
<td>1905</td>
</tr>
<tr>
<td>010102300701</td>
<td>MURTHI RAM J &amp; USHA</td>
<td>101 S CHEHALIS</td>
<td>1902</td>
</tr>
<tr>
<td>010102300702</td>
<td>MURTHI RAM &amp; USHA</td>
<td>107 S CHEHALIS</td>
<td>1908</td>
</tr>
<tr>
<td>010102300703</td>
<td>LE PHONG M &amp; TRAN LIEU</td>
<td>109 S CHEHALIS</td>
<td>1915</td>
</tr>
<tr>
<td>010102300800</td>
<td>NAKAMURA, ERNEST</td>
<td>917 SUMMIT</td>
<td>1963</td>
</tr>
<tr>
<td>010102300900</td>
<td>KERR, MICHELLE</td>
<td>915 E SUMMIT</td>
<td>1910</td>
</tr>
<tr>
<td>010102301100</td>
<td>BORNS, MICHAEL</td>
<td>106 NEWELL ST</td>
<td>1918</td>
</tr>
</tbody>
</table>

Seven structures older than 45 years of age are located in Alternate C. Impacts to these structures must be assessed by determining their NRHP eligibility. A reconnaissance
level Historic Property Inventory Form must be prepared and submitted to DAHP for each property.

**Tribal Consultation**
Tribal consultation has not been initiated for this project. Once that has been accomplished, it may be possible to obtain more specific information regarding specific tribal knowledge of traditional use in and around the Project Study Area.

**Summary**
Previously recorded archaeological sites are not located within the Project Study Area Limits. The DAHP Statewide Predictive Model classifies the Project Study Area Limits as “very high risk” for the discovery of unrecorded archaeological sites. Prehistorically, the intersection of two rivers was an area of potentially high occupational use, at least, for short-term fishing/hunting camps. At the confluence of the Wishkah and Chehalis Rivers, being an area plagued by annual flooding, prehistoric remains would be more likely preserved in Alternate B and Alternate C, because portions of both alternates, while being close to the water, are situated on somewhat higher ground. Based on the research of the local area history, however, all three alternates would most likely have the same potential for containing buried cultural materials.

A substantial amount of fill has been introduced particularly in the Study Area, and any sloughs or creeks have been filled and/or channeled. Archaeological sites, if any, would be located below the fill. For instance, previously recorded archaeological sites in the vicinity of the Project Study Area are industrial mills or fish weirs, both a direct result of the geomorphology of Grays Harbor and associated rivers and creeks. Some of the previously recorded archaeological sites on Grays Harbor have been identified below many feet of imported and industrial fill. These include both precontact and historic sites covered with river fill from natural situations as well as dredging sediments. Historic artifacts and features have been previously identified in these other locations in or below the fill material. It is possible that historic artifacts or features are present in the Project Study Area.

Subsurface testing will reveal if any archaeological deposits are present in the Project Study Area. However, subsurface archaeological testing, such as STPs, cannot be conducted until the final alternate has been selected and the APE has been defined by the project proponents. The selected APE must then approved by the DAHP.

East Aberdeen was dominated historically by sawmills, shipbuilding yards, canneries and other industries. All associated business structures in the Project Study Area dating to the early part of the 20th Century have been torn down. The Heron Street Bridge has been recorded on a Historic Property Inventory Form (HPIF) and has been determined eligible for the NRHP. The railroad, one commercial structure, and seven extant structures older than 45 years remain. A DAHP Historic Property Inventory Form must be prepared for each of these at a Reconnaissance Level to assess NRHP eligibility. In addition, DAHP may require an APE for historic structures that is expanded beyond the final chosen
alternate study area. In this case, additional HPIFs must be prepared for any additional structures over 45 years of age.
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Figures
Figure 1. Project study area, Section 9 Township 17 North, Range 9, West., W.M., Aberdeen Quadrangle, v. 1994.
Figure 5. First train arriving in East Aberdeen. Think-of-me Hill is in the background.

Figure 6. Sanborn map of 1906 superimposed over modern aerial.
Figure 7. Wilson Bros. & Co. Mill, 1930, taken from the A. J. West Bridge. Think-of-Me Hill is in the background, left (Jones Photo Collection).

Figure 8. “Think of Me” cigar sign (Van Syckle 1982).