
MATLOCK AREA RECONNAISSANCE-LEVEL SURVEY, MASON COUNTY, WASHINGTON



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Commission -- December, 2018

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September 4, 2015

Project Number 31256
Report Number 15-403

SWCA ENVIRONMENTAL CONSULTANTS
SEATTLE, WASHINGTON

MATLOCK AREA RECONNAISSANCE-LEVEL SURVEY MASON COUNTY, WASHINGTON

Report Prepared for

Mason County Historic Preservation Commission
Shelton, Washington

By

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ABSTRACT

SWCA Environmental Consultants contracted with Mason County and the Mason County Historic Preservation Commission to conduct a reconnaissance-level historic resources survey of Township 20 North, Range 6 West and the main line logging railroad extending from the western city limits of Shelton to the west edge of Mason County. This report discusses the results of that survey, provides a historic context for the logging railroad, and presents recommendations for future work within the survey area.

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PROJECT BACKGROUND

The Mason County Historic Preservation Commission (MCHPC) contracted with SWCA Environmental Consultants (SWCA) to complete a reconnaissance-level survey of buildings, structures, objects, and sites or remnants thereof primarily associated with settlement and logging in the Matlock area of Mason County from the mid-nineteenth to mid-twentieth century. Funding for this survey was provided by the MCHPC, which sources its funding from fees collected on documents processed by Mason County. The survey area is located within Township 20 North, Range 6 West, Willamette Meridian. The reconnaissance-level survey also included researching and recording the main logging railroad line beginning at the west edge of the Shelton city limits in Section 24 of Township 20 North, Range 4 West and ending at the Mason County line in Section 7 of Township 20 North, Range 6 West (Figure 1). This area is dominated by commercial logging, with many roads within the project area accessible only through locked gates. Small clusters of residences and subsistence farms are located primarily west of Matlock.

Reconnaissance-level survey involves preliminary identification of resources that are potentially eligible for national, state or local historic registers. Buildings, structures, objects and sites included in this survey were evaluated for eligibility for the National Register of Historic Places (NRHP), Washington Heritage Register (WHR), the Washington Heritage Barn Register (WHBR) (if applicable), and the Mason County Historic Preservation Register (MCHPR). Eligibility requirements for these registers vary, but are generally based on criteria and integrity standards developed for the NRHP. Eligibility criteria are generally more inclusive at the state and local levels with a decreased level of effort required for completion of nominations.

National Register of Historic Places

Historic properties are those that are listed or eligible for listing on the NRHP and may include buildings or other structures, archaeological sites, and traditional cultural properties.

To be considered eligible for listing in the NRHP, historic properties generally must be at least 50 years old, possess integrity of physical characteristics (retaining location, design, setting, materials, workmanship, feeling, and association), and meet at least one of the following four criteria of significance (36 CFR 60.4):

- A) association with “events that have made a significant contribution to the broad patterns of our history”;
- B) association with “the lives of persons significant in our past”;
- C) the property may “embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction”; or
- D) the site has “yielded, or may be likely to yield, information important in prehistory or history.”

Similar historic properties may also be eligible for listing in the Washington Heritage Register or in a local register. The Washington Heritage Register includes districts, sites, buildings, structures, and objects found throughout Washington State that have been identified and documented as being significant in local or state history, architecture, archaeology, engineering, or culture. Sites listed on the NRHP are automatically added to the Washington Heritage Register. The Washington Heritage Register is

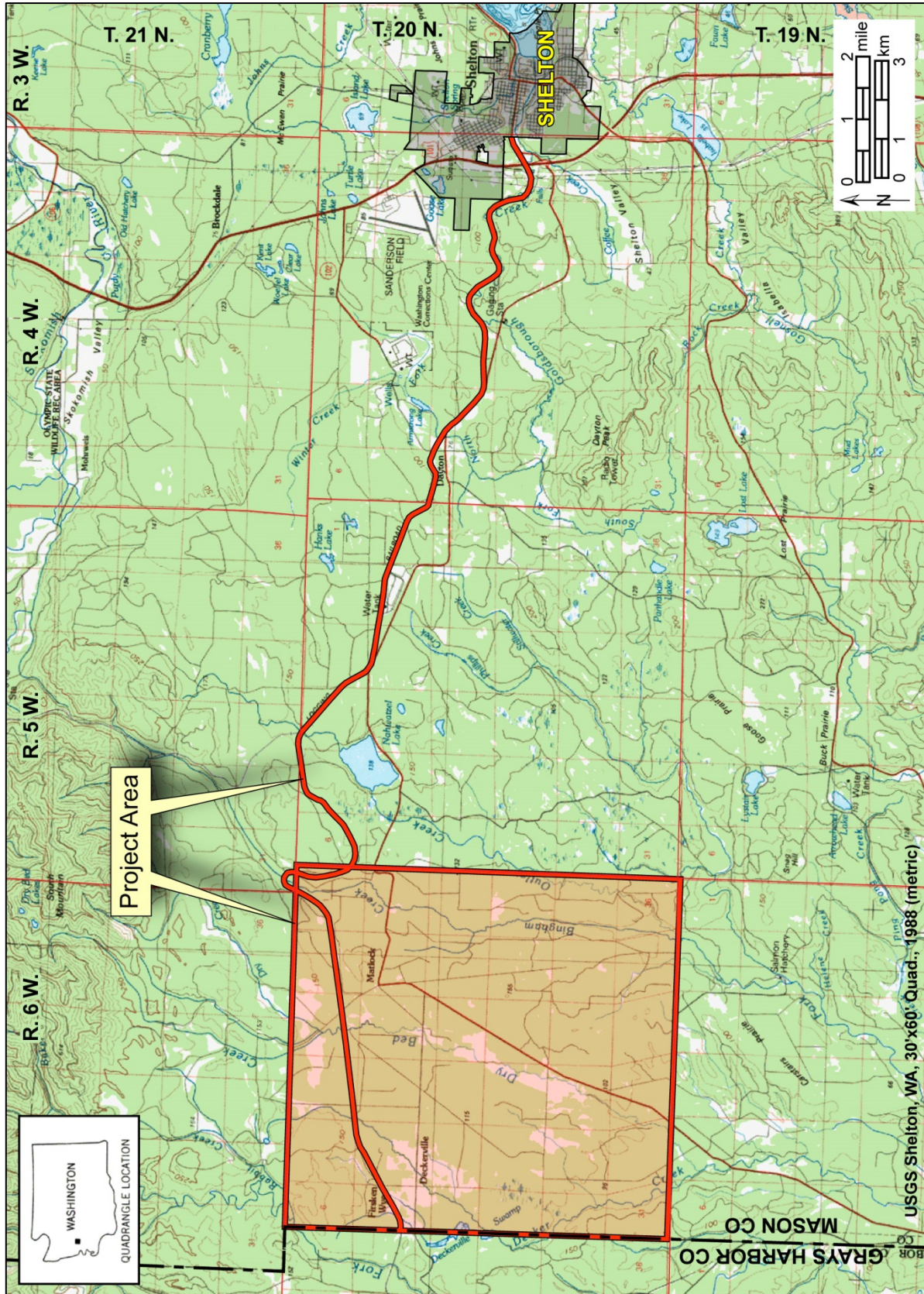


Figure 1. Project area.

governed by several state laws including RCW 27.34.200 and 25 12 WAC (DAHP 2010). To be listed on the Washington Heritage Register, a resource must meet the following criteria:

- A building, site, structure or object must be at least 50 years old. If newer, the resource should have documented exceptional significance.
- The resource should have a high to medium level of integrity, i.e., it should retain important character-defining features from its historic period of construction.
- The resource should have documented historical significance at the local, state, or federal level.

Other relevant Washington state laws that also apply to the project address archaeological sites, Native American burials, and cemeteries. The Archaeological Sites and Resources Act (RCW 27.53) prohibits knowingly excavating or disturbing prehistoric and historic archaeological sites on public or private land. The Indian Graves and Records Act (RCW 27.44) prohibits knowingly destroying American Indian graves, cairns, and glyphs. It provides that inadvertent disturbance of graves through construction or other activities require re-interment under supervision of the appropriate Indian Tribe. In addition, to prevent the looting or depredation of sites, any maps, records, or other information identifying the location of archaeological sites, historic sites, artifacts, or the site of traditional ceremonial or social uses and activities of Indian Tribes are exempt from disclosure to the public under Public Records Act – Archaeological Sites (RCW 42.56.300).

Mason County Historic Preservation Register

According to the Mason County Historic Preservation Commission:

The Mason County Historic Register is a working list of properties determined to be of local significance and worthy of preservation and consideration in planning or development decisions. Properties are listed on the Mason County Historic Register through nominations of a property, building or site owner. The significance of potential entries in the Mason County Historic Register are reviewed against established criteria outlined in the Mason County Historic Preservation Ordinance. These criteria are worded in a flexible manner to provide for diversity of resources across the county.

Any building, structure, site, object or district may be designated for inclusion in the Mason County Historic Register if it is significantly associated with the history, architecture, archaeology, engineering or cultural heritage of the community; if it has integrity; is at least 50 years old, or is of lesser age and has exceptional importance; and if it falls in at least two of the following categories:

1. Is associated with events that have made a significant contribution to the broad patterns of national, state or local history;
2. Embodies the distinctive architectural characteristics of a type, period, style or method of design or construction, or represents a significant and distinguishable entity whose components may lack individual distinction;
3. Is an outstanding work of a designer, builder, or architect who has made a substantial contribution to the art;
4. Exemplifies or reflects special elements of Mason County's cultural, special, economic, political, aesthetic, engineering, or architectural history;
5. Is associated with the lives of persons significant in national, state, or local history including person(s) significant in local Tribal history;

6. Has yielded or may be likely to yield important archaeological information related to history or prehistory. (Archaeological sites are further regulated under WAC 25-48 – Archaeological Excavation and Removal Permit, RCW 27.44 – Indian Graves and Records and RCW 27.53 – Archaeological Sites and Resources);
7. Is a building or structure removed from its original location but which is significant primarily for architectural value, or which is the only surviving structure significantly associated with a historic person or event;
8. Is a birthplace or grave of a historical figure of outstanding importance and is the only surviving structure or site associated with that person;
9. Is a cemetery, which derives its primary significance from age, from distinctive design features, or from association with historic events, or cultural patterns;
10. Is a reconstructed building that has been executed in a historically accurate manner on the original site;
11. Is a creative and unique example of folk architecture and design created by persons not formally trained in the architectural or design professions and which does not fit into formal architectural or historical categories (Mason County 2015).

Washington Heritage Register

The WHR is a listing of historically significant resources in Washington State and was established as an alternative to the National Register. Resources listed on the National Register of Historic Places are automatically added to the WHR.

To qualify for listing, a building, site or structure must be at least 50 years old or, if younger, should have exceptional significance. It should have a high to medium level of integrity, retaining important character-defining features from its historic period of construction, and it should have documented historical significance at the local, state or national level. Consent of the property owner is required for review and listing (DAHP 2015).

Washington Heritage Barn Register

Barns nominated for listing on the WHBR must be over 50 years old and retain a significant degree of historic and architectural integrity. Barns listed on the register are eligible to apply for Heritage Barn Grant funding, when available.

METHODOLOGY

Background Research, Public Outreach and Tribal Correspondence

Background research was conducted at the Washington State Department of Archaeology and Historic Preservation (DAHP) to gather information on previously recorded resources within the survey area. Additional research was conducted at the Southwest Branch of the Washington State Archives in Olympia to gather information from timber cruise records about the project area. Research was also conducted at the Mason County Historical Society Museum, the Mason County Assessor's Office, and the University of Washington Libraries Special Collections.

Area residents and individuals knowledgeable about the history of the project area were contacted to identify resources to include in the field survey. A public meeting was held at Mary M. Knight School on Thursday, March 12, 2015. Attendees included members of the Mason County Historic Preservation

Commission, a reporter from the Mason County Journal, and two members of the public. Information gathered from these individuals was used to identify locations of potential historic resources. Follow-up phone calls were made to other knowledgeable individuals identified during the public outreach process, and SWCA historians spoke to several property owners and area residents and gathered additional information about historic properties during the field survey.

The Skokomish Tribe and Squaxin Island Tribe were contacted to provide information about the survey process to identify any concerns about cultural resources or traditional cultural properties within the survey area (Appendix A). Representatives from each tribe responded to this inquiry and indicated that due to the nature and location of the project, there were no concerns regarding potential effects on known cultural resources.

Reconnaissance Survey

Information gathered during background research was added to maps to create an overlay of resources to identify in the field survey. These resources were organized into two groups: general resources (non-railroad) located within Township 20 North, Range 4 West and railroad-related resources. Preliminary information gathered from historic timber cruise records, maps, knowledgeable individuals, and other sources was compiled in a spreadsheet (Appendix B), and each potential resource was identified on a field map (Figures 2 and 3) and assigned field numbers based on the section number and the number of resources located within each section. This spreadsheet and the accompanying maps (Appendix C) provided the basis for the field survey.

SWCA architectural historian Eileen Heideman and archaeologist Michele Parvey conducted field work on Friday, April 24, 2015 and Friday, May 1, 2015, utilizing a combination of historical and modern maps, input provided by the public, and archival research to identify locations of potential historic resources. Locations that were easily and safely accessible were visited to identify any readily apparent historic resources, including buildings, structures, and archaeological sites. These resources were photographed and locations noted on maps and using global positioning system (GPS) units, and general information about the properties was noted on field forms.

Some locations identified as potential historic properties were not visited due to safety concerns or lack of access (i.e., lack of property owner permission, gated roads). Some properties were noted from a distance, but were not able to be examined or photographed at close range. A GPS unit was used in combination with printed aerial photographs and maps of the project area to note locations of most potential historic resources.

Information about built environment resources was entered into DAHP's Washington Information System for Architectural and Archaeological Records Data (WISAARD) database and Historic Property Inventory Forms were generated. Archaeological resources were recorded on archaeological site forms (Appendix D).

PREVIOUS STUDIES

The search of records archived at DAHP yielded no previously identified cultural resources within the project area. A search of resources listed on the Mason County Historic Preservation Register also showed that the project area contains no county-listed resources.

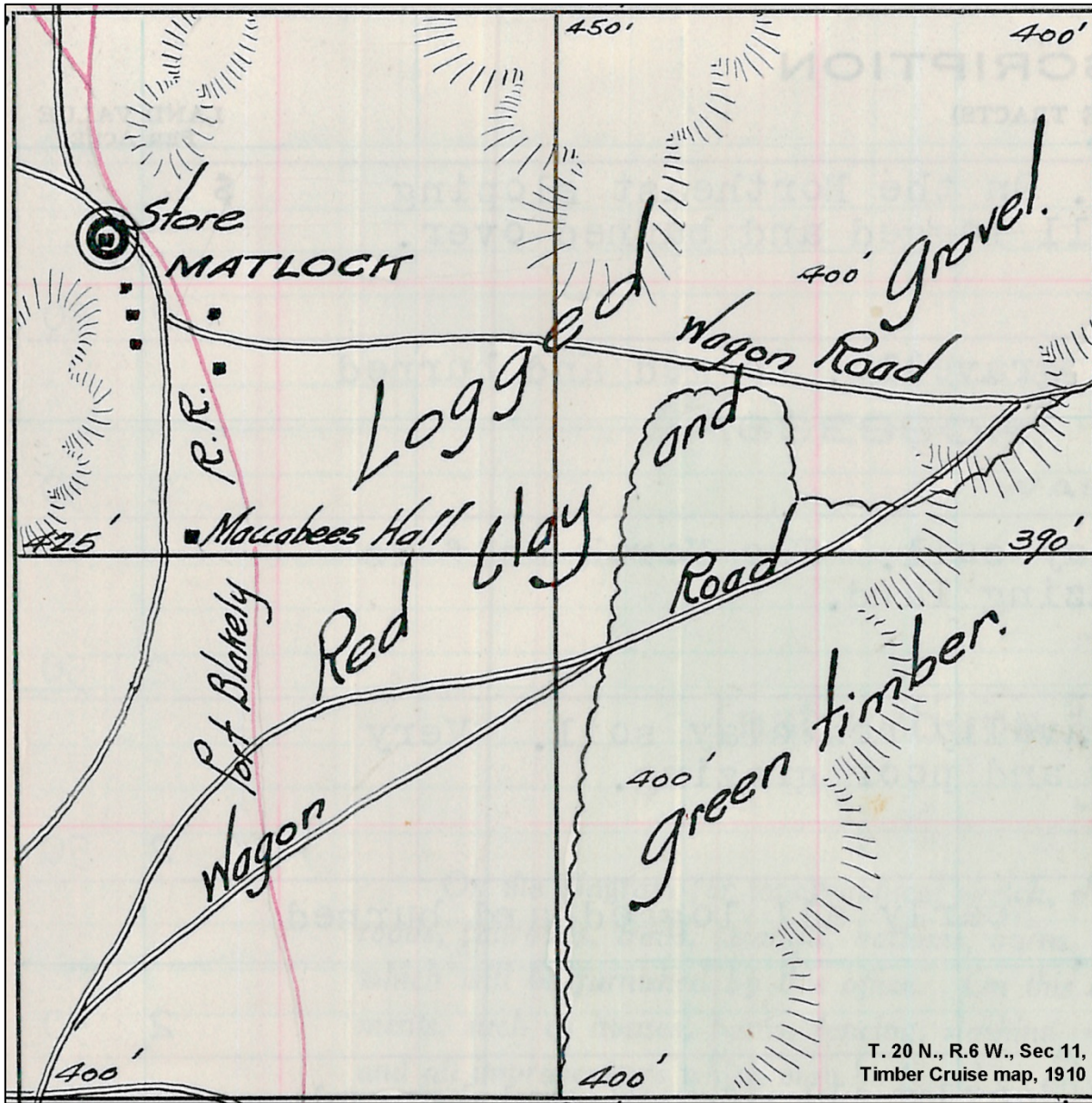


Figure 2. Timber cruise map, 1910, showing Matlock.

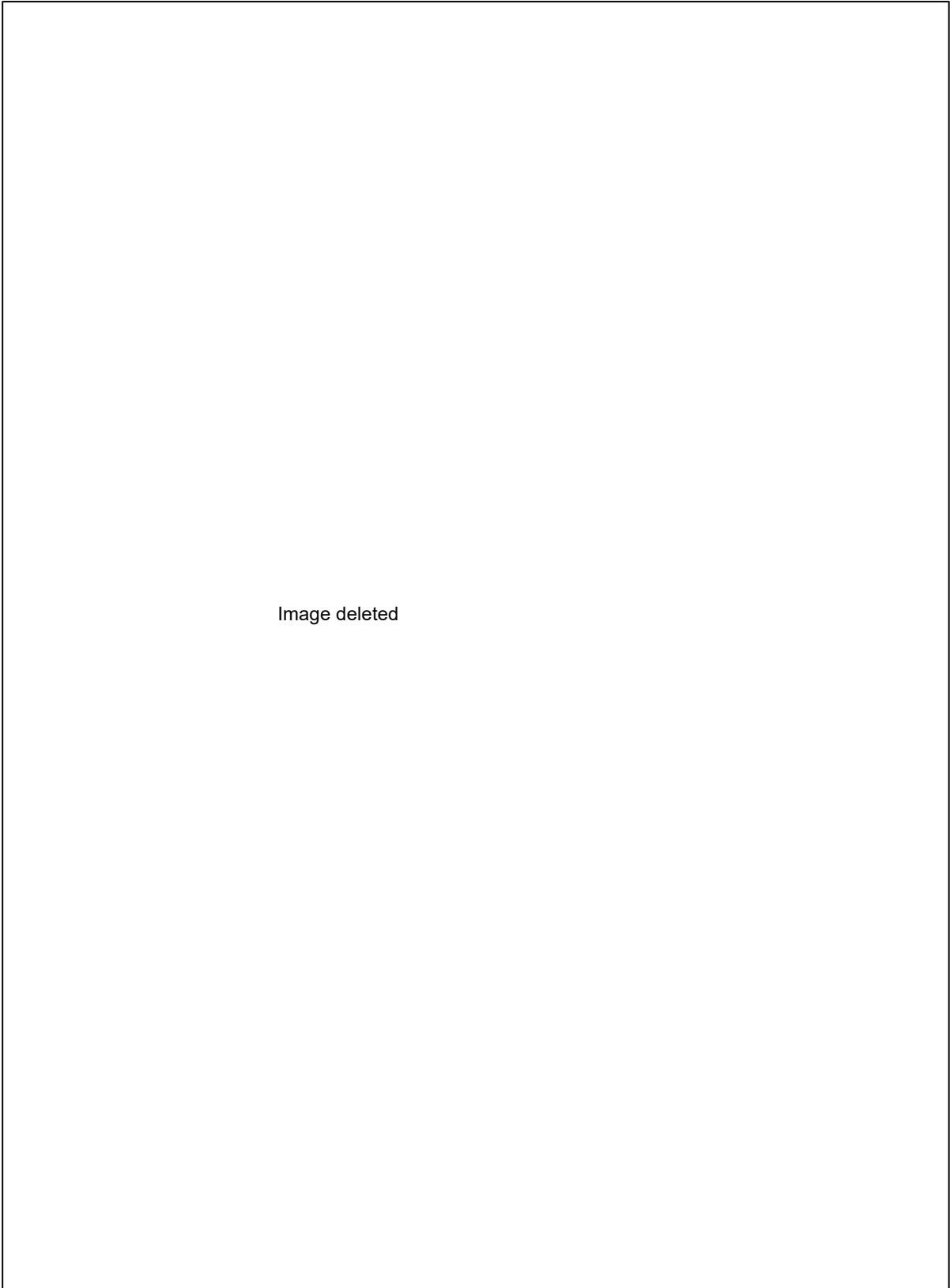


Figure 3. Buildings and structures identified on historic maps were marked on modern USGS maps for use during the field survey.

HISTORIC CONTEXT

A major determinant of commercial expansion in the Pacific Northwest was transportation. The rich resources and relatively mild climate along the coastal areas were attractive to settlers and entrepreneurs, but accessibility influenced the pace of growth. The earliest Spanish, British, and American sea explorers, and the fur traders who followed them in the late eighteenth and early nineteenth centuries, saw the region's potential, but commercial development followed only where goods could be easily moved to market. Sites with the safest harbors or locations on navigable waterways were the first to emerge as shipping and population centers.

Fishing and logging were two of the earliest industries that produced goods for the coastal trade and brought increased development. Business owners in growing ports soon recognized that to remain competitive in markets throughout the rest of the country, they also needed better overland transportation connections. Rivers provided some access into the interior, but only a few of these waterways were navigable for any great distance, thus limiting inland boat traffic. The development of new transportation systems, including railroads and highways, significantly affected not only the growth of industries in these towns, but also settlement patterns and land use in less developed areas throughout the region.

Development of the Timber Industry

Washington's timber industry had its beginnings on Puget Sound, which provided easy access for shipping to outside markets. Because of the limited number of settlers, almost all mill production in the early years was for export. Puget Sound, according to one historian, was "a water-oriented, lightly capitalized, basically colonial economic system" (Chasen 1981:11).

The California Gold Rush provided the initial impetus for this export-based development. The mining camps and boomtowns created by the gold frenzy required lumber for a variety of building purposes. Northern California had rich timber resources, but few navigable ports. Thus, Washington's well-timbered land, with its immense Douglas-fir forests and extensive red cedar and spruce stands, quickly drew the attention of entrepreneurs who saw the potential for milling and then exporting lumber products from the area. Puget Sound, in particular, first benefitted from California's interest, and struggling pioneer mills were soon replaced with large, steam-driven plants whose output was shipped to San Francisco and other California ports by large fleets of ships. As one historian has written, "The Gold Rush created a large and expanding market for Northwest lumber, and it brought to the Pacific coast merchants with the knowledge and the money to see to the proper exploitation of that market" (Andrews 1956:64; Ficken 1987:23, 26).

Among the larger regional mills that successfully capitalized on the California boom was the Puget Mill Company, founded by a Maine lumber family who brought milling equipment by boat around the Horn to Port Gamble in 1853 (Bloedel 1915:158). Another was the Port Blakely Mill on Bainbridge Island, founded in 1863 by Captain William Renton, who had first tried earlier sites at Alki Point and Port Orchard. For a short time in the 1880s, the Port Blakely Mill claimed to be the largest sawmilling operation in the world (Price 1990: Preface, 8–10, 17–18). By the early 1860s there were 32 mills in Washington Territory, but most of the larger operations were located on the Olympic Peninsula and on some of the islands in Puget Sound. Independent loggers supplied the mills with timber that was cut

from individual properties or from undeveloped public lands (Chasen 1981:7). Settlers who were able to claim only marginal agricultural land often worked in logging or lumbering as their primary source of income (Ficken 1987:25; Prosch 1904:13–14).

The Puget Sound timber industry was so dependent on the San Francisco trade that when the gold rush excitement abated in the 1870s and the California economy lagged, so did the lumber production of the Pacific Northwest. The number of sawmills in the region declined significantly in the decade between 1870 and 1880. Then the advent of the railroads and the depletion of the rich timberlands of the Great Lakes region helped to turn the depressed situation around and led Eastern capitalists to take increased interest in the vast Puget Sound forests over the next few decades (Ficken 1987:53).

Transportation Developments

The advent of better transportation facilities and particularly a huge burst of railroad building helped to encourage the growth of the timber industry in Mason County during the 1880s. The government had commissioned surveys for several potential transcontinental lines and in 1864 had chartered the Northern Pacific Railroad (NP) to serve the northern portion of the country. Despite huge land grants from the public domain, financial difficulties plagued the line and caused numerous delays. Construction of the NP began in 1870, and although a formal ceremony to mark the opening of the line was held in 1883, a direct connection to the railroad's terminus in Tacoma through Stampede Pass was not completed until 1887. Nearly another year passed before the opening of the Stampede Tunnel, which established the final route of the region's first transcontinental connection to Puget Sound (Moody 1911:141-142; Quiett 1943:418–421; Schwantes 1993:63–64, 70).

During this period, local lines were also built to provide access to the region's resources. Lumbermen like William Renton and Charles Holmes also saw opportunity in developing their own transportation systems and built the Puget Sound and Grays Harbor Railroad from Shelton to Hoquiam and on to Montesano, providing both freight and passenger service in the mid-1880s. The Northern Pacific Railroad later purchased this section of line, which provided access to the timber-rich areas of the Olympic Peninsula (Ficken 1987:59, 71).

The construction of both local and transcontinental railroads also increased demand for ties, bridge timbers, and other lumber products. New mills were constructed along proposed routes, and old mills raced to increase capacity. In addition, Eastern capitalists began to look for new frontiers to develop, as the rapid exploitation of the rich timberlands in the Great Lakes had already severely depleted that region's resources. The Northwest forests offered new opportunities, and the railroad provided easier and quicker access, particularly to the untapped timber in places like Western Washington (Cox 1974:200-201). Weyerhaeuser initially controlled the largest timber holdings in Washington, but a number of other smaller companies became active in the industry at the turn of the century. These logging and milling ventures snapped up as many of the NP holdings as they could, and also sought to log homestead and timber claim lands owned by individuals or to purchase government timber sales.

Economies of scale and distance often dictated that one company would control the logging on the majority of timber land in a drainage. These drainages were often far inland and distant from easy means of transport, and companies soon began to apply new railroad technology to their logging efforts. Logging railroads, which normally tied into the NP or other major lines, became a common and economical means of removing timber in remote and difficult terrain throughout Western Washington. Narrow gauge lines had sprung up in the Puget Sound region as early as 1881, but by the first decade of

the twentieth century, railroad logging, primarily on standard gauge track, had become fairly commonplace. One early railroad historian estimated that by 1907 there were over 1000 miles of railroads in Washington and northern Oregon, “equipped with 323 locomotives and employing nearly 1000 engines to supply them with logs” (Meany 1935: 260–261).

By that same year Washington had become the leading lumber-producing state in the country because of the availability of capital, markets, and better equipment (Chasen 1981). During the first decade of the twentieth century, the value of standing timber in the state tripled. Small companies proliferated during the early years of this boom period, but consolidation soon began, and the concentration of timber holdings in the hands of only a few companies eventually drove many of these smaller operators out of business (Ficken 1987:102).

Logging in Mason County

By the mid-nineteenth century, what was to become Mason County was attracting timber interests along the shores of the numerous waterways and inlets. Commercial logging began as early as 1859, and by the following year, lumber cut near Arcadia was being shipped up to the mill at Port Blakely.

The Simpson family established a highly successful logging and milling enterprise in Mason and Grays Harbor Counties. Sol Simpson began by building grades for logging railroads of the Port Blakely Mill Company, and eventually became superintendent of all the company's operations. In 1890 he founded his own business at Shelton, and by 1895 it was incorporated as the Simpson Logging Company. Simpson, in partnership with another local lumberman, Alfred Anderson, also incorporated the Peninsular Railroad Company in the same year. This company combined the old Satsop Railroad, the Blakely Railroad originally built by the Port Blakely Company, and a newly constructed line that ran from Shelton to the west (Spector 1990:2, 5, 11; Walker 1990:3). The Peninsular Railroad was an immediate success, giving the company the means to log nearly 100 million board feet on a yearly basis, and a railroad with nearly 50 miles of track to haul this output by 1905. Simpson was initially obligated to offer all its production to the Port Blakely Mill Company, but by 1902 Sol Simpson had suspended this exclusive relationship with his former employer and became an independent logging operator (Spector 1990:12, 16). During this period Simpson brought into the business a young man, Mark Reed, who eventually became a key executive in the company and the husband of Simpson's daughter (Ficken 1988:12; Spector 1990:22, 27). Simpson also began to diversify the company's interests in the 1920s by purchasing mills, pulp and paper plants, and other timber-related enterprises and expanding their operations west into Grays Harbor County and the Satsop River region (Ficken 1987:172–173).

Logging and Railroads

Twelve locomotives operated on the main line of the Peninsular Railroad in 1909, bringing an average of 175 cars of logs to the log booms at Shelton every day (Mason County Journal 1909:10). Several logging companies used this railroad to haul logs to Shelton, the foremost of which was the Simpson Logging Company, which in the first decade of the twentieth century had five camps along the railroad and employed approximately 350 men (Mason County Journal 1909:12).

Simpson logging enterprises originally centered west of Shelton in Mason County within range of the Peninsular Railroad, which had originally ended at a point in western Mason County in an area that became known as Frisken Wye (Frisken or Frisken's Y by the company) (Kesterson 1936: 11–12; Labbe and Replinger 1990:76). In the 1920s, however, the railroad's main line was extended to access lands along the Middle Fork of the Satsop. By this time Simpson, which generally numbered its camps, had

moved Camp 4 to a location on Schalatske Prairie in Section 26 of Township 20 North, Range 7 West in Grays Harbor County and was actively logging in this area (James 1986:36; Labbe and Replinger 1990:76).

Development of the Matlock Area

The Blakely Railroad, extending from New Kamilche to north of Matlock, was constructed in 1886 as the Puget Sound and Grays Harbor Railway and was originally used to haul passengers and freight between Kamilche and Montesano. The line from Elma to the west was sold to Northern Pacific, and Captain Renton continued using the line from Kamilche for logging operations. The offices and headquarters were located at Matlock, and the 40-mile railroad was owned and operated by the Port Blakely Mill Company and had rolling stock of 100 box and flat cars and four engines (Figure 4) (Mason County Journal, n.d.).

Euroamerican settlement began in the vicinity in 1883, when several homesteads were filed on Decker Creek about 3 miles west of what was to become Matlock (Ferris 1953). Approximately 20 homesteads were filed in the Matlock area in the decade between 1890 and 1900, and the farming communities of Deckerville and Beeville developed to the north and west of Matlock (Knipschild 1975:7–8). An early attempt at constructing a sawmill was started by Charles Asmus on Decker Creek, but this was not completed, and the first operating sawmill in the Matlock vicinity was Harry Ford's steam-powered sawmill, which was constructed in 1905 and operated until 1923, when it closed due to the area being logged out (Ferris 1953). In its first decade of operation Ford's mill employed up to 15 men and produced 15,000 board feet per day. This mill was located approximately two miles north of Matlock and had employee bunkhouses and a commissary. The Booth mill, also in the Matlock vicinity, employed a similar number of men and had a daily output of 50,000 shingles (Hearing 1975; Mason County Journal 1909:14–15).

By 1901, Matlock had grown to include around 30 families and a large number of bachelors who lived in single-room cabins, and eventually boasted a post office and commercial enterprises that included a hotel, grocery, barber shop, shoemaker, and soft drink and tobacco shop (Hearing 1975; Mason County Journal n.d.). Railroad shops and a roundhouse were located across the road from the Simpson company store, with a boarding house located just north of the store. Several fraternal organizations had buildings in Matlock as well, including a MacAbees Hall (later used as a church), Royal Neighbors, and Woodmen Lodges. Simpson Logging Company had an office approximately 1 mile north of Matlock, and they provided public transportation to Shelton by a caboose that was attached to the morning train (Hearing 1975). By 1902, the population of the Matlock area, including Deckerville and Beeville, had reached 785, and by 1904, the population of Matlock itself had grown to about 500 people (Knipschild 1975:9; Valley n.d.). Within six years, however, most of Matlock's residents had moved elsewhere due to the rapid removal of timber in the vicinity, and by 1920 nearly all the houses had been torn down, moved, or burned (Hearing 1975; Valley n.d.). A fire destroyed the general store in 1923, and the second (extant) general store building was constructed between 1923 and 1924 (Knipschild 1975:11).

As logging operations expanded to the north and west, the company built a maintenance shop and train yard closer to the main logging operations. Frisken Wye (or Frisken's Y) had a repair shop, family houses and a cookhouse, but no stores or schools. The community was named after James Harcus Frisken, a Scottish-born blacksmith who began working for Simpson in 1898 and became known for his inventive

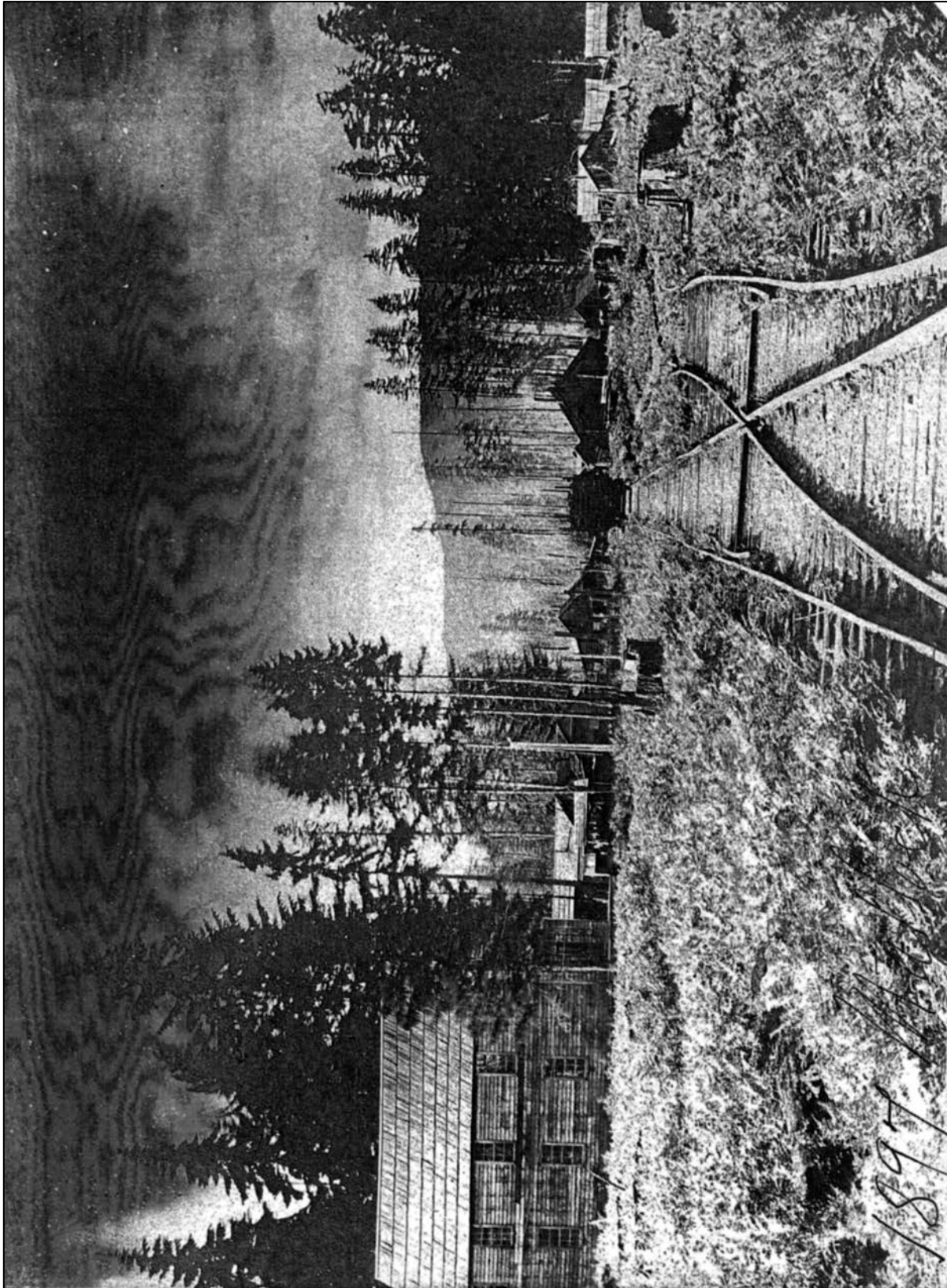


Figure 4. Matlock in 1897, showing the Blakely Railroad.

ways of improving the new steam-driven machinery and keeping it operating. Frank Peterson, a blacksmith who worked at the wye, later operated a local dairy farm (Hearing 1975; Knipschild 1975).

SURVEY RESULTS

Potential historic resources in the project area were divided into two categories: the railroad grade and resources directly associated with the railroad, and general resources contained within Township 20 North, Range 6 West. Survey results are compiled in a table in Appendix B along with the initial findings from the background research. Buildings recorded on inventory forms are noted in the following sections and are included in Appendix D. Potential historic resources identified as warranting additional research are discussed below and are identified within the survey results tables. Many of the locations identified in preliminary research and noted on maps no longer have extant buildings or structures, and many of the extant resources have been heavily altered with additions, window and siding replacement, and other changes that have resulted in loss of integrity of design, workmanship and materials.

Peninsular Railroad

Resources recorded as part of the railroad include the main line railroad grade, sidings, bridges and other structures directly associated with the operation of the railroad. The railroad was recorded in two sections: PRR-15-01, the Peninsular Railroad Main Line (active); and PRR-15-02, the Peninsular Railroad Main Line (decommissioned) (Figure 5) (Table 1). The archaeological site form and inventory form for these resources are located in Appendix A. Although portions of this line were inaccessible at the time of the survey due to safety concerns, much of the active line was identified as potentially historic and warranting further research. Much of the decommissioned segment of the main line has lost integrity due to the removal of the sleepers and rails and is not considered eligible for the NRHP. A possible exception is the Bingham Creek Bridge, which is a common railroad bridge type, but may be considered eligible under NRHP Criterion A as part of the main line of the railroad. This bridge, along with the active portion of the railroad, warrants further investigation.

Table 1. Survey Results: Peninsular Railroad Main Line (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No.	Name/Type	Field Result	Recommendations	Inventory Form or Site Form Completed
PRR-15-01	Peninsular RR Main Line (active)	Extant, in active use between Shelton and mill/log sorting area	Potentially eligible for NRHP	Yes – as PRR-15-01
PRR-15-01, A	Knight's siding	Extant, in active use.	Potentially eligible for NRHP as part of main line RR	Yes – as PRR-15-01
PRR-15-01, B	Goldsborough Creek Bridge (E)	Small timber trestle bridge	Potentially eligible for NRHP as part of main line RR	Yes – as PRR-15-01
PRR-15-01, C	Goldsborough Creek Bridge (W)	Could not access: active RR	Site visit recommended	No
PRR-15-01, D	North Fork Goldsborough Creek Bridge	Could not access: active RR	Site visit recommended	No
PRR-15-01, E	Log sorting area, mill	Access limited: active log sorting area. Historical water tanks on west side of sorting area. Could not access mill area to determine if any	Potentially eligible for NRHP as part of main line RR	Yes – as PRR-15-01

Table 1. Survey Results: Peninsular Railroad Main Line (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No.	Name/Type	Field Result	Recommendations	Inventory Form or Site Form Completed
resources are historical.				
PRR-15-02	Peninsular RR Main Line (decommissioned)	Much of grade has been turned into roads or is grown over. Some areas (near Bingham Creek) have built-up berm; most are close to or at grade. Rails and ties removed 10+ years ago following closure of Grisdale camp.	Lacks integrity; not considered NRHP eligible	Yes – site form as PRR-15-02
PRR-15-02, A	Bingham Creek Bridge	Extant, steel girder (American Bridge Company 1923), rails removed	Removal of rails and decommissioning of line have caused loss of integrity. Bridge is common type and lacks significance under Criterion C. May have significance under Criterion A as part of main line RR; further research is warranted.	Yes – inventory form as PRR-15-02 A
PRR-15-02, B	Matlock siding	Rails and ties removed, grade largely obscured/replaced by road and plant growth	Lacks integrity; not considered NRHP eligible.	Yes, site form as PRR-15-02
PRR-15-02, C	Frisken Wye	All buildings associated with wye gone, rails and ties removed, grade largely obscured/replaced by road and plant growth	Lacks integrity; not considered NRHP eligible.	Yes, site form as PRR-15-02

Township 20 North, Range 6 West

Most potential resources identified in the background research and public outreach portion of the project no longer exist or have been heavily altered. Field survey in this portion of the project area yielded three properties that were identified as potentially eligible for the NRHP, and several properties that warrant further research due primarily to limited access at the time of the field survey (Table 2). Maps showing locations of recorded resources are located in Appendix B, and inventory forms for these resources are located in Appendix A. Several of these properties were visible from a public right-of-way, but were located far enough from the road that they could not be recorded in detail. Many of these buildings appear from a distance to be historical properties that lack integrity due to alterations such as window replacement, siding alteration, and construction of additions. Buildings identified during the field survey as potentially eligible for the NRHP are **MAT-11-4: Grange**, **MAT-11-7: Matlock Store**, and **MAT-21-4, F. Helin Farm**.

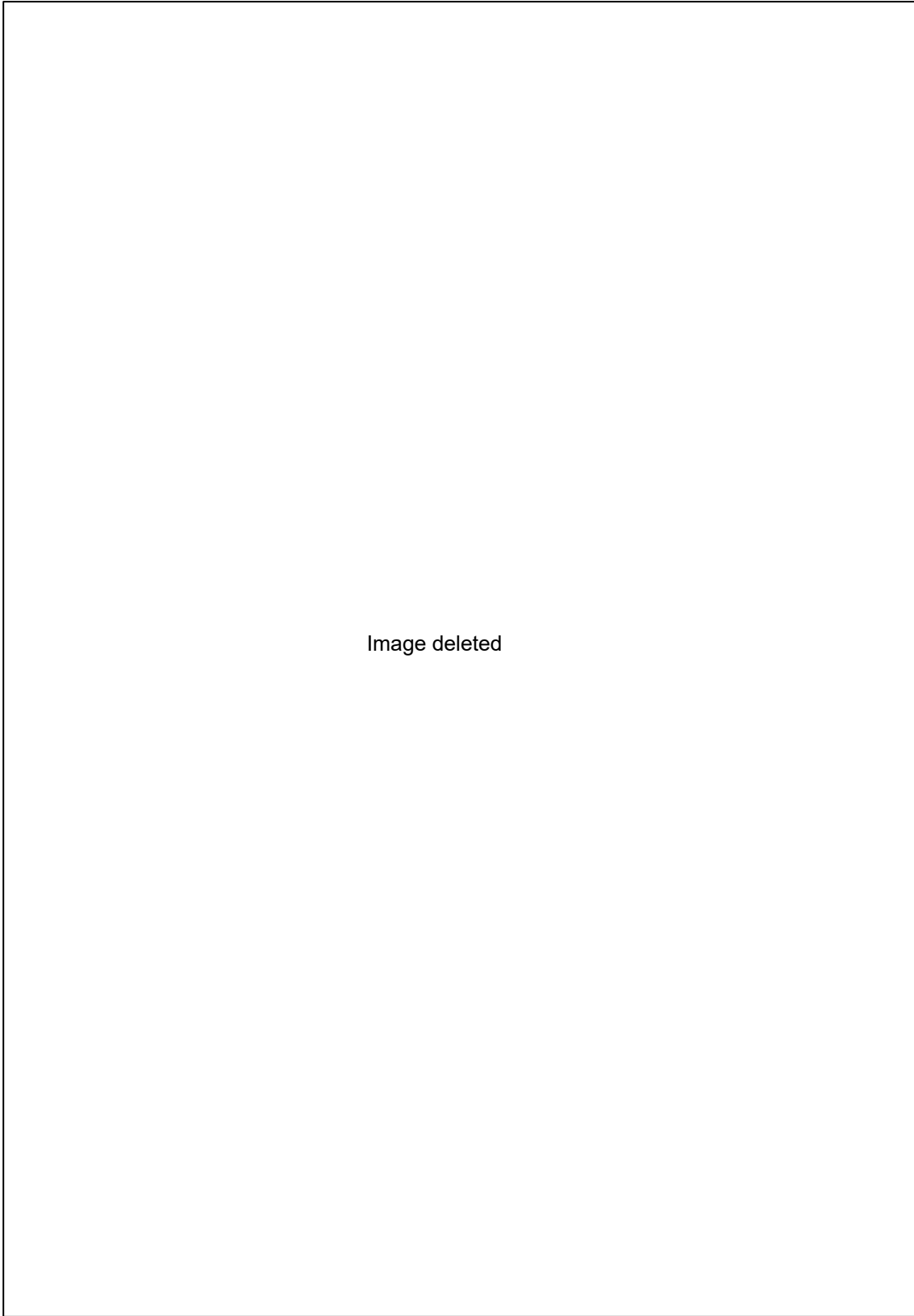


Figure 5. Recorded segments of the Peninsular Railroad.

Table 2. Survey Results: Township 20 North, Range 6 West (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No. MAT-	Resource Type as identified by source	Information gathered from source (map, knowledgeable individual)	Field Result	Recommendation	Inventory Form Completed
2-1	Barn	Text deleted	Gone	N/A	No
2-2	House		Gone	N/A	No
3-1	House	16x22 feet, 1½-story	Building in vicinity: old form, newer materials. Unsure if same building. Access limited.	Further research warranted, but unlikely to be considered eligible due to loss of integrity.	No
3-2	Barn	2 split shake barns	Gone	N/A	No
3-3	House	"Simpson's Old Camp" Vacated house belonging to the Simpson Logging Company	Gone	N/A	No
3-4	House	"Simpson's Old Camp" Vacated house belonging to the Simpson Logging Company	Gone	N/A	No
3-5	House	"Simpson's Old Camp" Vacated house belonging to the Simpson Logging Company	Gone	N/A	No
3-6	House	Text deleted	Access limited, not certain if extant. Outbuildings on property. Property owner says that house has been extensively modified, including addition on front.	Further research warranted, but unlikely to be considered eligible due to loss of integrity.	Yes
3-7	Barn	Text deleted"	Not visible on aerial photo on west side of creek, but outbuildings extant on property. Access to property limited.	Further research warranted; property inaccessible at time of survey.	No
4-1	Barn		Gone	N/A	No
4-2	House		Gone	N/A	No
4-3	Shack		Gone	N/A	No
4-4	Shack		Gone	N/A	No
4-5	Shack		Gone	N/A	No
4-6	Building		Gone; debris pile with cables in vicinity (not building debris). Address W1561	No further research warranted.	No
4-7	Building		gone; prefabricated building on site	N/A	No
4-8	Building	"Old Camp" on Logging RR spur	Did not survey; off road	Further research warranted	No
4-9	Building	"Old Camp" on Logging RR spur	Did not survey; off road	Further research warranted	No
4-10	House	Small house or shack, 2 acres cleared	Text deleted; no historic buildings or structures noted during survey	No further research warranted.	No
7-1	House	Text deleted	Gone; building on property is not historical	No further research warranted.	No

Table 2. Survey Results: Township 20 North, Range 6 West (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No. MAT-	Resource Type as identified by source	Information gathered from source (map, knowledgeable individual)	Field Result	Recommendation	Inventory Form Completed
7-2	Barn	Text deleted	Gone; building on property is not historical	No further research warranted.	No
7-3	House	Text deleted	Historical; altered	Further research warranted; building extant, but altered.	Yes – as MAT-7-3
7-4	Building		Probably same as 7-3	Further research warranted.	Yes – as MAT-7-3
7-5	Building		Text deleted	Lacks significance under NRHP Criteria; no further research warranted.	No
7-6	House	Peninsular Railroad, "small house"	Gone	N/A	No
7-7	House	Peninsular Railroad, "small house"	Gone	N/A	No
7-8	Building		Gone	N/A	No
7-9	Building		Gone	N/A	No
7-10	Building		Text deleted	Lacks significance under NRHP Criteria; no further research warranted.	No
7-11	Roundhouse	Peninsular Railroad, also includes machine shop	Gone	N/A	No
7-12	Building		Gone	N/A	No
7-13	House	Peninsular Railroad, "small house"	Gone	N/A	No
7-14	Building		Gone; building on property not historical	No further research warranted.	No
8-1	Building	Uncertain location, Text deleted buildings on map but notes Text deleted barns. Area residents indicate this was Text deleted .	Text deleted built to appear historical; original house gone	No further research warranted	Yes – as MAT-8-1
8-2	Building	Area residents believe the outbuildings were built in the mid-twentieth century	Outbuildings probably part of farm at 8-1	No further research warranted	Yes – as MAT-8-1
8-3	Building	Area residents believe the outbuildings were built in the mid-twentieth century	Outbuildings probably part of farm at 8-1	No further research warranted	Yes – as MAT-8-1
8-4	Building		Gone	N/A	No
8-5	Building	Text deleted	8-5 to 8-8 same property; house gone, one outbuilding extant	Most buildings gone, no further research warranted.	No
8-6	Building		8-5 to 8-8 same property; house gone, one outbuilding extant	Most buildings gone, no further research warranted.	No
8-7	Building		8-5 to 8-8 same property; house gone, one outbuilding extant	Most buildings gone, no further research warranted.	No

Table 2. Survey Results: Township 20 North, Range 6 West (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No. MAT-	Resource Type as identified by source	Information gathered from source (map, knowledgeable individual)	Field Result	Recommendation	Inventory Form Completed
8-8	Building	Text deleted	8-5 to 8-8 same property; house gone, one outbuilding extant	Most buildings gone, no further research warranted.	No
8-9	Building	Text deleted	Buildings on property, not historical	No further research warranted.	No
8-10	Building	Text deleted	Buildings on property, not historical	No further research warranted.	No
8-11	Building	Text deleted	Gone	N/A	No
8-12	Building	Text deleted	Gone	N/A	No
8-13	Building	Text deleted	Gone	N/A	No
8-14	Building	Text deleted	Gone	N/A	No
9-1	Shingle Mill	Text deleted	Gone	N/A	No
9-2	Saw Mill	Text deleted	Gone	N/A	No
9-3	Building	Text deleted	Gone	N/A	No
9-4	Building	Text deleted	Gone	N/A	No
9-5	Building	Text deleted	Gone	N/A	No
10-1	Building	Text deleted	May be 10-2, 10-3 or 10-4, but aerial photo shows no building in this location. Area not accessible due to gate on property.	No further research warranted.	No
10-2	Building	Text deleted	House gone: now mid-century house. Log outbuilding, barn with corrugated siding, pole barn. Gate: access restricted	Outbuildings warrant further research	Yes – as MAT-10-2
10-3	Building	Text deleted	House gone: now mid-century house. Log outbuilding, barn with corrugated siding, pole barn. Gate: access restricted	Outbuildings warrant further research	Yes – as MAT-10-2
10-4	Building	Text deleted	House gone: now mid-century house. Log outbuilding, barn with corrugated siding, pole barn. Gate: access restricted	Outbuildings warrant further research	Yes – as MAT-10-2
10-5	Building	Property includes barn 36x40 feet and "old shack house."	Text deleted	Outbuildings may warrant further research	No
10-6	Building	Property includes barn 36x40 feet and "old shack house."	House gone; buildings on property not historical	No further research warranted.	No

Table 2. Survey Results: Township 20 North, Range 6 West (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No. MAT-	Resource Type as identified by source	Information gathered from source (map, knowledgeable individual)	Field Result	Recommendation	Inventory Form Completed
10-7	Building		Gone	N/A	No
11-1	Store	Text deleted	Location on map in vicinity of grange – store moved to current location later	Building does not exist; no further research warranted	No (store building not at this location: see 11-7)
11-2	Building		Grange - historic	Further research warranted – potentially eligible for the NRHP	Yes
11-3	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	N/A	No
11-4	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	N/A	No
11-5	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	N/A	No
11-6	Building		Gone	N/A	No
11-7	Building		Text deleted	Further research warranted – potentially eligible for the NRHP	Yes
11-8	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	N/A	No
11-9	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	N/A	No
11-10	Building		Gone	N/A	No
11-11	Church		Church building gone – building in this location is not historical.	No further research warranted	No
11-12	Macabees Hall	Text deleted	Gone - food bank building (less than 30 years old) on site	No further research warranted	No
12-1	Building		Gone. prefab house and outbuilding	No further research warranted	No
12-2	Barn	"An old shack... Abandoned."	Gone	N/A	No
14-1	Building	House and barn	Did not survey: off road and not visible on ortho	Aerial photographs indicate this no longer exists. No further research warranted	No
14-2	Building	House and barn	Did not survey: off road and not visible on ortho	Aerial photographs indicate this no longer exists. No further research warranted	No
15-1	Building		House, barn, small outbuildings	Further research warranted to determine history of property	Yes – as MAT-15-1
15-2	House	Text deleted	House, barn, small outbuildings	Further research warranted to determine history of property	Yes – as MAT-15-1
15-3	Building		House, barn, small outbuildings	Further research warranted to determine history of property	Yes – as MAT-15-1

Table 2. Survey Results: Township 20 North, Range 6 West (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No. MAT-	Resource Type as identified by source	Information gathered from source (map, knowledgeable individual)	Field Result	Recommendation	Inventory Form Completed
15-4	Building		House, barn, small outbuildings	Further research warranted to determine history of property	Yes – as MAT-15-1
15-5	Building	Text deleted Includes barn, shop, engine house, wood shed, log house, chicken house, barn	Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research	Yes – as MAT-15-5
15-6	Building	Text deleted Includes barn, shop, engine house, wood shed, log house, chicken house, barn	Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research	Yes – as MAT-15-5
15-7	Building	Text deleted Includes barn, shop, engine house, wood shed, log house, chicken house, barn	Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research	Yes – as MAT-15-5
15-8	Building	Text deleted Includes barn, shop, engine house, wood shed, log house, chicken house, barn	Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research	Yes – as MAT-15-5
15-9	Building	Text deleted . Includes barn, shop, engine house, wood shed, log house, chicken house, barn	Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research	Yes – as MAT-15-5
15-10	Building		Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research	Yes – as MAT-15-5
15-11	Building		Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research	Yes – as MAT-15-5
15-12	Building	Text deleted barn, shop, engine house, wood shed, log house, chicken house, barn	Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research	Yes – as MAT-15-5
15-13	Building	Text deleted Includes barn, shop, engine house, wood shed, log house, chicken house, barn	Modern (or very altered) house and garage, three older outbuildings	Outbuildings warrant further research.	Yes – as MAT-15-5
17-1	Building		Gone	N/A	No
17-2	Building		Could not access, but not visible on ortho	Aerial photographs indicate this no longer exists. No further research warranted	No
17-3	Building		Gone	N/A	No
17-4	Barn	Text deleted	Gone	N/A	No
17-5	House		Gone	N/A	No
17-6	Barn		Gone	N/A	No
17-7	Building		Gone	N/A	No
17-8	Building		Gone	N/A	No
17-9	House		Gone	N/A	No
17-10	House		Gone	N/A	No
17-10	Building		Gone	N/A	No
17-11	Barn		Gone	N/A	No
17-12	Building		Gone; building on property not historical	No further research warranted	No

Table 2. Survey Results: Township 20 North, Range 6 West (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No. MAT-	Resource Type as identified by source	Information gathered from source (map, knowledgeable individual)	Field Result	Recommendation	Inventory Form Completed
18-1	Building		Valley home, schoolhouse location	Further research warranted	Yes
18-2	Building		Gone	N/A	No
20-1	Building		Gone	N/A	No
20-2	Building		Gone	N/A	No
20-3	Building		Gone	N/A	No
20-4	Building	Text deleted	Gone	N/A	No
20-5	Building		Gone	N/A	No
20-6	Building	Property includes a barn, 40x60, and a "deserted place."	Gone	N/A	No
20-7	Building		Gone	N/A	No
20-8	Building	Property includes a barn, 40x60, and a "deserted place."	Gone	N/A	No
20-9	Building		Gone	N/A	No
20-10	Building		Gone	N/A	No
21-1	Building	Text deleted includes: frae barn 50x50 feet; shed 20x42 feet, wood shed 14x34 feet; 1½-story house, 16x24 feet	Historical house and outbuildings extant, large barn gone	Further research warranted – potentially eligible for the NRHP	Yes – as MAT-21-1
21-2	Building	Text deleted includes: frame barn 50x50 feet; shed 20x42 feet, wood shed 14x34 feet; 1½-story house, 16x24 feet	Historical house and outbuildings extant, large barn gone	Further research warranted – potentially eligible for the NRHP	Yes – as MAT-21-1
21-3	Building	Text deleted frame barn 50x50 feet; shed 20x42 feet, wood shed 14x34 feet; 1½-story house, 16x24 feet	Historical house and outbuildings extant, large barn gone	Further research warranted – potentially eligible for the NRHP	Yes – as MAT-21-1
21-4	Building	Text deleted frame barn 50x50 feet; shed 20x42 feet, wood shed 14x34 feet; 1½-story house, 16x24 feet	Historical house and outbuildings extant, large barn gone	Further research warranted – potentially eligible for the NRHP	Yes – as MAT-21-1
21-5	Building		Modern house in vicinity; no historical buildings	No further research warranted.	No
21-6	Building		May be same as 21-7	Barn warrants further research	Yes – as MAT-27-6
21-7	House	Text deleted includes a log house 18x32 feet. "outbuildins and barn"	Historical house, barn and outbuildings on property – may not be same as shown on Timber Cruise	Barn warrants further research	Yes – as MAT-27-6
22-1	Building		Gone	N/A	No
22-2	Building		Historical buildings gone	No further research warranted	No
22-3	School	Knight School	Historical buildings gone	No further research warranted	No
22-4	Building		Historical buildings gone	No further research warranted	No

Table 2. Survey Results: Township 20 North, Range 6 West (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No. MAT-	Resource Type as identified by source	Information gathered from source (map, knowledgeable individual)	Field Result	Recommendation	Inventory Form Completed
23-1	Building		Did not access – off road, no building seen on ortho	Aerial photographs indicate this no longer exists. No further research warranted	No
24-1	Building	Text deleted includes a one-story house, 16x28 feet and outbuildings "of no value"	Did not access – off road	Aerial photographs indicate this no longer exists. No further research warranted	No
24-2	Building	Text deleted a one-story house, 16x28 feet and outbuildings "of no value"	Did not access – off road	Aerial photographs indicate this no longer exists. No further research warranted	No
26-1	Building	Port Blakely Logging camp. Property includes cook house, 24x60 feet; bunk house, 24x80 feet; other "outbuildings of no value."	Gone	N/A	No
26-2	Building	Port Blakely Logging camp. Property includes cook house, 24x60 feet; bunk house, 24x80 feet; other "outbuildings of no value."	Gone	N/A	No
28-1	School	Area residents indicate this was school building, later turned into teacher's residence, then museum	May be same as 28-2. Historical; altered. Now museum	Further research warranted. Alterations have caused integrity issues, but may be eligible for local register	Yes – as MAT-28-1
28-2	Building	Area residents indicate this was school building, later turned into teacher's residence, then museum	May be same as 28-1. Historical; altered. Now museum	Further research warranted. Alterations have caused integrity issues, but may be eligible for local register	Yes – as MAT-28-1
28-3	Building		Gone	N/A	No
28-4	Barn	Text deleted Property also includes a "house of no value."	Gone	N/A	No
28-5	Building		May be house on property	Further research warranted	Yes
28-6	Building		Gone	N/A	No
28-7	Building		Could be building to south. Historical, but altered.	Further research warranted	Yes
28-8	Other	Text deleted Property includes barn 52x64 feet and house "of no value." No buildings marked on map, only described, SW of NE.	Gone. Foundation of unidentified building seen on ortho.	No further research warranted	No
28-9	Building		Could not access	Further research warranted. Property inaccessible at time of survey	No

Table 2. Survey Results: Township 20 North, Range 6 West (Pink: potentially eligible for NRHP; Grey: warrants further research)

Field No. MAT-	Resource Type as identified by source	Information gathered from source (map, knowledgeable individual)	Field Result	Recommendation	Inventory Form Completed
28-10	House	1½-story house 14x20 feet, deserted.	Could not access	Further research warranted. Property inaccessible at time of survey	No
29-1	Building		Gone	N/A	No
29-2	House	Text deleted ½-story house, 18x28 feet	Gone; other newer buildings on property	No further research warranted	No
29-3	Barn	Albert Winkleman. Barn 52x52 feet	Gone; other newer buildings on property	No further research warranted	No
29-4	Barn	Deserted, property also includes "outbuildings of no value."	Gone; other newer buildings on property	No further research warranted	No
29-5	Building		Did not survey: off road and not visible on ortho	Aerial photographs indicate this no longer exists. No further research warranted	No
32-1	Building	Not drawn on map but described as NE of NE. "A value-less building"	Did not survey: off road and not visible on ortho	Aerial photographs indicate this no longer exists. No further research warranted	No
33-1	Building		Did not survey: off road and not visible on ortho	Aerial photographs indicate this no longer exists. No further research warranted	No
34-1	Building		Did not survey: off road and not visible on ortho	Aerial photographs indicate this no longer exists. No further research warranted	No

CONCLUSIONS AND RECOMMENDATIONS

Sixteen resources were recorded on archaeological site forms or historic property inventory forms, and four of these resources are recommended eligible for the NRHP:

- **PRR-15-01: Peninsular Railroad main line (active)**
- **MAT-11-2: Matlock Grange**
- **MAT-11-7: Matlock Store**
- **MAT-21-1: F. Helin Farm**

These four resources, along with **MAT-28-1: the Mary M. Knight School/Matlock Museum**, are recommended eligible for the MCHPR. One barn in the project area, **MAT-21-6: William Rediske Barn**, may be eligible for the WHBR, however, closer review of the building will be necessary to determine eligibility.

Although the reconnaissance survey did not uncover a large number of resources considered eligible for listing on historic registers, this is not surprising given the history of the area as a logging community and the transient nature of built-environment logging resources. Many of the structures identified on historic maps were constructed to take advantage of timber in the immediate vicinity, but were removed when logging work moved further west and north.

In the course of this project, SWCA identified several areas for future research. These include the following:

- Conduct an intensive-level survey of the active portion of the Peninsular Railroad.
- Conduct oral history interviews with selected Matlock-area residents, former residents, and other individuals knowledgeable about the history of Matlock and the Peninsular Railroad. Individuals identified as potential information sources include (but are not limited to) Pete Replinger, Ross Gallagher, Leroy Valley, Dale Way, Maggie Ogg, Bill Johnson and Noni Howard.
- Research the numerous homesteads in the Matlock, Beeville and Deckerville areas.

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APPENDIX A: TRIBAL CORRESPONDENCE

Tribal Correspondence Deleted

Tel: 206-781-1909 ext. 6713
Fax: 206-71-0154
Email: mparvey@swca.com
www.swca.com

APPENDIX B: FIELD SPREADSHEET AND SURVEY RESULTS

Sections and Elements Deleted

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
2-1	Timber Cruise Map	1910	Barn		Gone	None
2-2	Timber Cruise Map	1910	House		Gone	None
3-1	Timber Cruise Map	1910	House		Building in vicinity: old form, newer materials: unsure if same building. Access limited.	
3-2	Timber Cruise Map	1910	Barn	Two split shake barns	Gone	None
3-3	Timber Cruise Map	1910	House	"Simpson's Old Camp" Vacated house belonging to the Simpson Logging Company	Gone	None
3-4	Timber Cruise Map	1910	House	"Simpson's Old Camp" Vacated house belonging to the Simpson Logging Company	Gone	None
3-5	Timber Cruise Map	1910	House	"Simpson's Old Camp" Vacated house belonging to the Simpson Logging Company	Gone	None
3-6	Timber Cruise Map	1910	House		Access limited, not certain if extant. Outbuildings on property. Property owner says that house has been extensively modified, including addition on front	

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
3-7	Timber Cruise Map	1910	Barn		Not visible on aerial photo on west side of creek, but outbuildings extant on property. Access to property limited.	None
4-1	Mt Tebo USGS	1953	Barn		Gone	None
4-2	Mt Tebo USGS	1953	House		Gone	None
4-3	Timber Cruise Map	1910	Shack		Gone	None
4-4	Timber Cruise Map	1910	Shack		Gone	None
4-5	Timber Cruise Map	1910	Shack		Gone	None
4-6	Mt Tebo USGS	1953	Building		Gone; debris pile with cables in vicinity (not building debris). Address W1561	None
4-7	Nahwatzel Lk USGS	1943	Building		gone; prefabricated building on site	None
4-8	Timber Cruise Map	1910	Building	"Old Camp" on Logging RR spur	Did not survey; off road	None
4-9	Timber Cruise Map	1910	Building	"Old Camp" on Logging RR spur	Did not survey; off road	None
4-10	Timber Cruise Map	1910	House	Small house or shack, 2 acres cleared	historic buildings or structures noted during survey	None
7-1	Timber Cruise Map	1910	House		Gone; building on property is not historical	None
7-2	Timber Cruise Map	1910	Barn	Peninsular Railroad, "small house"	Gone; building on property is not historical	None
7-3	Timber Cruise Map	1910	House		Historical; altered	
7-4	Nahwatzel Lk USGS	1943	Building		Probably same as 7-3	See 7-3

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
7-5	Nahwatzel Lk USGS	1943	Building			
7-6	Timber Cruise Map	1910	House	Peninsular Railroad, "small house"	Gone	None
7-7	Timber Cruise Map	1910	House	Peninsular Railroad, "small house"	Gone	None
7-8	Nahwatzel Lk USGS	1943	Building		Gone	None
7-9	Nahwatzel Lk USGS	1943	Building		Gone	None
7-10	Nahwatzel Lk USGS	1943	Building		Small sheds in vicinity	
7-11	Timber Cruise Map	1910	Roundhouse	Peninsular Railroad, also includes machine shop	Gone	None
7-12	Nahwatzel Lk USGS	1943	Building		Gone	None
7-13	Timber Cruise Map	1910	House	Peninsular Railroad, "small house"	Gone	None
7-14	Nahwatzel Lk USGS	1943	Building		Gone; building on property not historical	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
8-1	Timber Cruise Map	1910	Building		Modern house (built to look historical) Farm buildings not accessible from road	
8-2	Nahwatzel Lk USGS	1943	Building		Probably part of farm at 8-1	See 8-1 and 8-3
8-3	Nahwatzel Lk USGS	1943	Building		Probably part of farm at 8-1	
8-4	Nahwatzel Lk USGS	1943	Building		Gone	None
8-5	Timber Cruise Map	1910	Building	J	8-5 to 8-8 same property; house gone, one outbuilding extant.	None
8-6	Nahwatzel Lk USGS	1943	Building		8-5 to 8-8 same property; house gone, one outbuilding extant.	None
8-7	Nahwatzel Lk USGS	1943	Building		8-5 to 8-8 same property; house gone, one outbuilding extant	None
8-8	Timber Cruise Map	1910	Building	J	8-5 to 8-8 same property; house gone, one outbuilding extant	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
8-9	Timber Cruise Map	1910	Building		Buildings on property, not historical	None
8-10	Timber Cruise Map	1910	Building		Buildings on property, not historical	None
8-11	Nahwatzel Lk USGS	1943	Building		Gone	None
8-12	Timber Cruise Map	1910	Building		Gone	None
8-13	Timber Cruise Map	1910	Building		Gone	None
8-14	Nahwatzel Lk USGS	1943	Building		Gone	None
9-1	Timber Cruise Map	1910	Shingle Mill		Gone	None
9-2	Timber Cruise Map	1910	Saw Mill		Gone	None
9-3	Timber Cruise Map	1910	Building		Gone	None
9-4	Timber Cruise Map	1910	Building		Gone	None
9-5	Timber Cruise Map	1910	Building		Gone	None
10-1	Nahwatzel Lk USGS	1943	Building		May be 10-2, 10-3 or 10-4, but aerial photo shows no building in this location. Area not accessible due to gate on property.	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
10-2	Timber Cruise Map	1910	Building		House gone: now mid-century house. Log outbuilding, barn with corrugated siding, pole barn. Gate: access restricted.	
10-3	Timber Cruise Map	1910	Building		House gone: now mid-century house. Log outbuilding, barn with corrugated siding, pole barn. Gate: access restricted.	
10-4	Timber Cruise Map	1910	Building		House gone: now mid-century house. Log outbuilding, barn with corrugated siding, pole barn. Gate: access restricted.	See 10-2

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
10-5	Timber Cruise Map	1910	Building	Property includes Barn 36x40 and "old shack house."		
10-6	Timber Cruise Map	1910	Building	P	House gone; buildings on property not historical	See 10-5
10-7	Nahwatzel Lk USGS	1943	Building		Gone	None
11-1	Timber Cruise Map	1910	Store			See 11-7
11-2	Nahwatzel Lk USGS	1943	Building			
11-3	Timber Cruise Map	1910	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	None
11-4	Timber Cruise Map	1910	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	None
11-5	Timber Cruise Map	1910	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
11-6	Nahwatzel Lk USGS	1943	Building		Gone	None
11-7	Nahwatzel Lk USGS	1943	Building		Matlock Store	
11-8	Timber Cruise Map	1910	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	None
11-9	Timber Cruise Map	1910	Shack	"There are a number of shacks, partly torn down... All deserted"	Gone	None
11-10	Nahwatzel Lk USGS	1943	Building		Gone	None
11-11	Nahwatzel Lk USGS	1943	Church		Church building gone – building in this location is not historical.	See 11-12 (right side of photograph)
11-12	Timber Cruise Map	1910	Macabees Hall	Matlock. 50x24	Hall gone; building on site constructed less than 30 years ago.	
12-1	Nahwatzel Lk USGS	1943	Building		Gone. prefab house and outbuilding	None
12-2	Timber Cruise Map	1910	Barn	"An old shack... Abandoned."	Gone	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
14-1	Timber Cruise Map	1910	Building	House and barn	Did not survey: off road and not visible on ortho	None
14-2	Timber Cruise Map	1910	Building	House and barn	Did not survey: off road and not visible on ortho	None
15-1	Nahwatzel Lk USGS	1943	Building		House, barn, small outbuildings	
15-2	Timber Cruise Map	1910	House		House, barn, small outbuildings	See 15-1
15-3	Nahwatzel Lk USGS	1943	Building		House, barn, small outbuildings	See 15-1
15-4	Nahwatzel Lk USGS	1943	Building		House, barn, small outbuildings	See 15-1
15-5	Timber Cruise Map	1910	Building		Modern (or very altered) house and garage, three older outbuildings	

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
15-6	Timber Cruise Map	1910	Building	I	Modern (or very altered) house and garage, three older outbuildings	
15-7	Timber Cruise Map	1910	Building		Modern (or very altered) house and garage, three older outbuildings	
15-8	Timber Cruise Map	1910	Building	I	Modern (or very altered) house and garage, three older outbuildings	See 15-5, 15-6, 15-7
15-9	Timber Cruise Map	1910	Building		Modern (or very altered) house and garage, three older outbuildings	See 15-5, 15-6, 15-7
15-10	Nahwatzel Lk USGS	1943	Building		Modern (or very altered) house and garage, three older outbuildings	See 15-5, 15-6, 15-7
15-11	Nahwatzel Lk USGS	1943	Building		Modern (or very altered) house and garage, three older outbuildings	See 15-5, 15-6, 15-7

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
15-12	Timber Cruise Map	1910	Building	I	Modern (or very altered) house and garage, three older outbuildings	See 15-5, 15-6, 15-7
15-13	Timber Cruise Map	1910	Building	"8 acres cleared and fenced - deserted. Fruit trees. Buildings of no value."	Modern (or very altered) house and garage, three older outbuildings	See 15-5, 15-6, 15-7
17-1	Nahwatzel Lk USGS	1943	Building		Gone	None
17-2	Nahwatzel Lk USGS	1943	Building		Could not access, but not visible on ortho	None
17-3	Nahwatzel Lk USGS	1943	Building		Gone	None
17-4	Timber Cruise Map	1910	Barn		Gone	None
17-5	Timber Cruise Map	1910	House		Gone	None
17-6	Timber Cruise Map	1910	Barn		Gone	None
17-7	Nahwatzel Lk USGS	1943	Building		Gone	None
17-8	Nahwatzel Lk USGS	1943	Building		Gone	None
17-9	Timber Cruise Map	1910	House		Gone	None
17-10	Timber Cruise Map	1910	House		Gone	None
17-10	Nahwatzel Lk USGS	1943	Building		Gone	None
17-11	Timber Cruise Map	1910	Barn		Gone	None
17-12	Nahwatzel Lk USGS	1943	Building		Gone; building on property not historical	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
18-1	Nahwatzel Lk USGS	1943	Building			
18-2	Nahwatzel Lk USGS	1943	Building		Gone	None
20-1	Nahwatzel Lk USGS	1943	Building		Gone	None
20-2	Nahwatzel Lk USGS	1943	Building		Gone	None
20-3	Nahwatzel Lk USGS	1943	Building		Gone	None
20-4	Timber Cruise Map	1910	Building		Gone	None
20-5	Timber Cruise Map	1910	Building	Property includes a barn, 40x60, and a "deserted place."	Gone	None
20-6	Nahwatzel Lk USGS	1943	Building		Gone	None
20-7	Timber Cruise Map	1910	Building	Property includes a barn, 40x60, and a "deserted place."	Gone	None
20-8	Nahwatzel Lk USGS	1943	Building		Gone	None
20-9	Timber Cruise Map	1910	Building		Gone	None
20-10	Nahwatzel Lk USGS	1943	Building		Gone	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
21-1	Timber Cruise Map	1910	Building		Historical house and outbuildings extant, large barn gone	
21-2	Timber Cruise Map	1910	Building		Historical house and outbuildings extant, large barn gone	
21-3	Timber Cruise Map	1910	Building	F	Historical house and outbuildings extant, large barn gone	See 21-1, 21-2
21-4	Timber Cruise Map	1910	Building		Historical house and outbuildings extant, large barn gone	See 21-1, 21-2
21-5	Nahwatzel Lk USGS	1943	Building		Modern house in vicinity; no historical buildings	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
21-6	Nahwatzel Lk USGS	1943	Building		May be same as 21-7	
21-7	Timber Cruise Map	1910	House		Historical house, barn and outbuildings on property - may not be same as shown on Timber Cruise	
22-1	Nahwatzel Lk USGS	1943	Building		Gone	None
22-2	Nahwatzel Lk USGS	1943	Building		Historical buildings gone	None
22-3	Nahwatzel Lk USGS	1943	School	Knight School	Historical buildings gone	None
22-4	Nahwatzel Lk USGS	1943	Building		Historical buildings gone	None
23-1	Nahwatzel Lk USGS	1943	Building		Did not access - off road, no building seen on ortho	None
24-1	Timber Cruise Map	1910	Building		Did not access - off road	None
24-2	Timber Cruise Map	1910	Building		Did not access - off road	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
26-1	Timber Cruise Map	1910	Building	Port Blakely Logging camp. Property includes cook house, 24x60; and bunk house, 24x80; and other "outbuildings of no value."	Gone	None
26-2	Timber Cruise Map	1910	Building	Port Blakely Logging camp. Property includes cook house, 24x60; and bunk house, 24x80; and other "outbuildings of no value."	Gone	None
28-1	Timber Cruise Map	1910	School	No description	May be same as 28-2.	
28-2	Nahwatzel Lk USGS	1943	Building		May be same as 28-1. Gone	See 28-1
28-3	Nahwatzel Lk USGS	1943	Building		Gone	None
28-4	Timber Cruise Map	1910	Barn			None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
28-5	Nahwatzel Lk USGS	1943	Building		May be house on property	
28-6	Nahwatzel Lk USGS	1943	Building		Gone	None
28-7	Nahwatzel Lk USGS	1943	Building			
28-8	Timber Cruise Map	1910	Other		Gone. Foundation of unidentified building seen on ortho.	None
28-9	Nahwatzel Lk USGS	1943	Building	1 1/2 story house 14x20, deserted.	Could not access.	None
28-10	Timber Cruise Map	1910	House		Could not access.	None
29-1	Nahwatzel Lk USGS	1943	Building		Gone	None
29-2	Timber Cruise Map	1910	House		Gone; other newer buildings on property	None

Table B-1. Survey Results

Field No.	Map	Date	Type	Info from source (map, individual)	Field Result	Photo
29-3	Timber Cruise Map	1910	Barn		Gone; other newer buildings on property	None
29-4	Timber Cruise Map	1910	Barn		Gone; other newer buildings on property	None
29-5	Nahwatzel Lk USGS	1943	Building	Deserted, property also includes "outbuildings of no value."	Did not survey: off road and not visible on ortho	None
32-1	Timber Cruise Map	1910	Building		Did not survey: off road and not visible on ortho	None
33-1	Nahwatzel Lk USGS	1943	Building	Not drawn on map but described as NE of NE. "A value-less building"	Did not survey: off road and not visible on ortho	None
34-1	Nahwatzel Lk USGS	1943	Building		Did not survey: off road and not visible on ortho	None

* N/A: Not Applicable, resource gone; RE: Recommended Eligible for the NRHP or local register; RNE: Recommended Not Eligible

Table A-2.

Field No.	Name/Type	Field Result	Photo
PRR-15-01	Penninsular RR Main Line (active)	Extant, in active use between Shelton and mill/log sorting area	

Table A-2.

Field No.	Name/Type	Field Result	Photo
PRR-15-01, A	Knight's siding	Extant, in active use.	
PRR-15-01, B	Goldsborough Creek Bridge (E)	Small timber trestle bridge	
PRR-15-01, C	Goldsborough Creek Bridge (W)	Could not access: active RR	None
PRR-15-01, D	North Fork Goldsborough Creek Bridge	Could not access: active RR	None

Table A-2.

Field No.	Name/Type	Field Result	Photo
PRR-15-01, E	log sorting area, mill	Access limited: active log sorting area. Historical water tanks on west side of sorting area. Could not access mill area to determine if any resources are historical.	
PRR-15-02	Penninsular RR Main Line (decommissioned)	Much of grade has been turned into roads or is grown over. Some areas (near Bingham Creek) have built-up berm; most are close to or at grade. Rails and ties removed 10+ years ago following closure of Grisdale.	
PRR-15-02, A	Bingham Creek Bridge	Extant, steel girder (American Bridge Company 1923), rails removed	

Table A-2.

Field No.	Name/Type	Field Result	Photo
PRR-15-02, B	Matlock siding	Rails and ties removed, grade largely obscured/replaced by road and plant growth	
PRR-15-02, C	Frisken Wye	All buildings and structures associated with wye gone, rails and ties removed, grade largely obscured/replaced by road and plant growth	

APPENDIX C: FIELD MAPS

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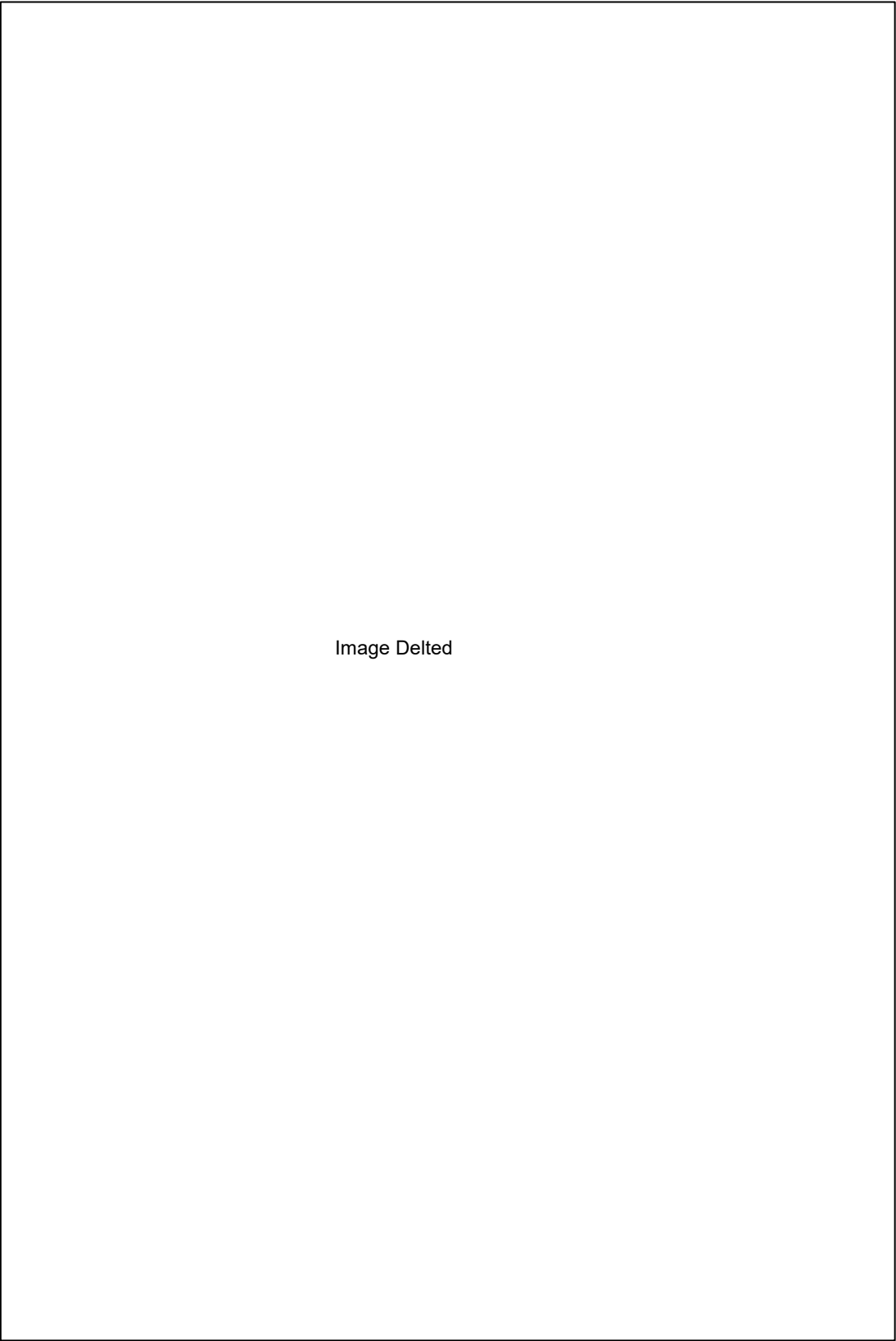


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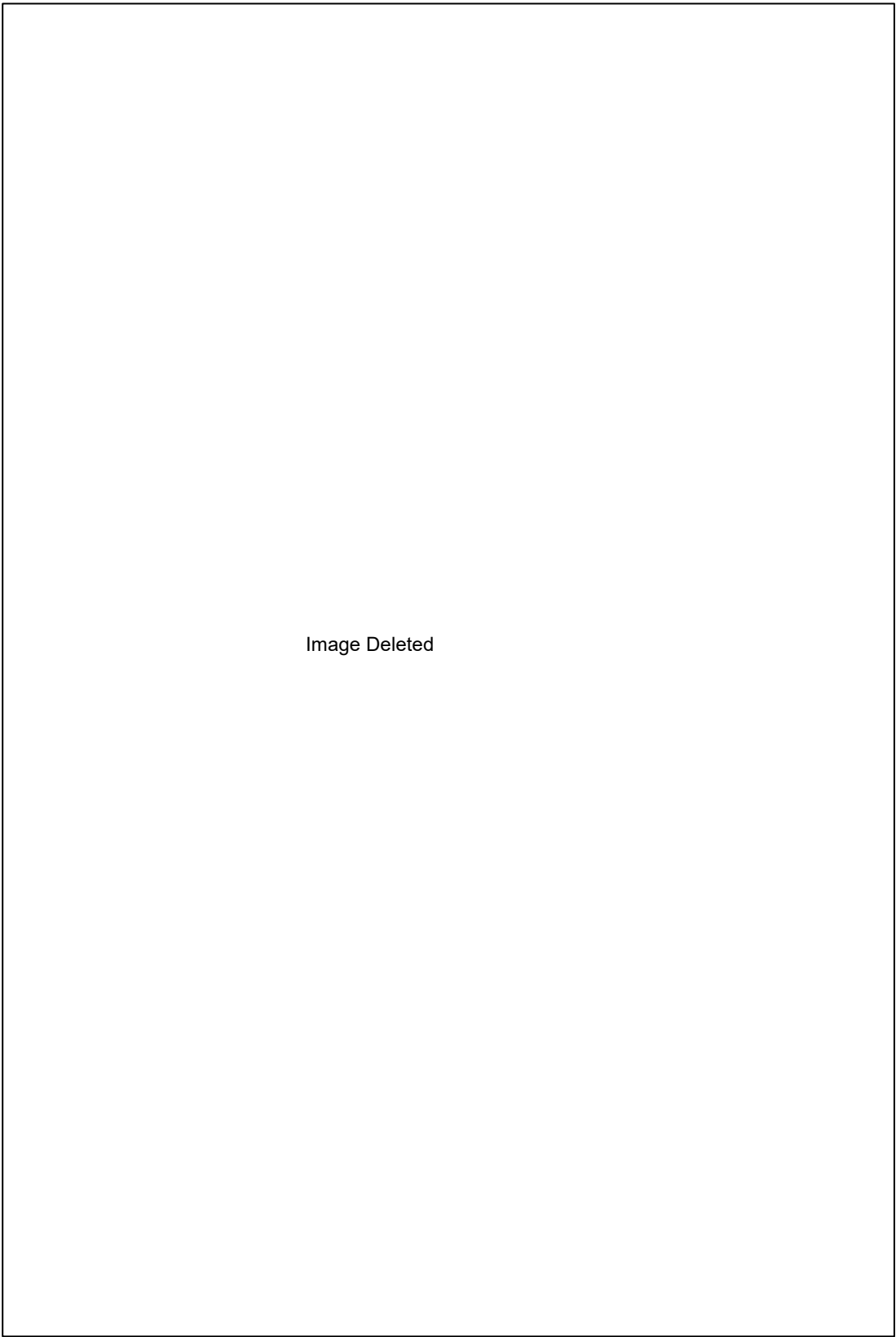


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APPENDIX D: INVENTORY FORMS AND SITE FORMS

Inventory and Site Forms Deleted



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report

Photos



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report

Photos



Historic Inventory Report

Location



Historic Inventory Report

Description

Historic Use: Social - Meeting Hall

Current Use: Social - Meeting Hall

Structural System: Balloon Frame

Changes to Interior: Slight

Changes to Windows: Unknown



Historic Inventory Report

Photos



Historic Inventory Report



Historic Inventory Report

Location



Historic Inventory Report

Description



Historic Inventory Report

Photos



Historic Inventory Report

Location



Historic Inventory Report

Description



Historic Inventory Report

Photos



Historic Inventory Report

Location



Historic Inventory Report

Description



Historic Inventory Report

Photos



Historic Inventory Report

Location



Historic Inventory Report

Description



Historic Inventory Report

Photos



Historic Inventory Report





Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report

Photos



Historic Inventory Report



Historic Inventory Report



Historic Inventory Report



STATE OF WASHINGTON ARCHAEOLOGICAL SITE INVENTORY FORM

SITE DESCRIPTION

SITE RECORDERS

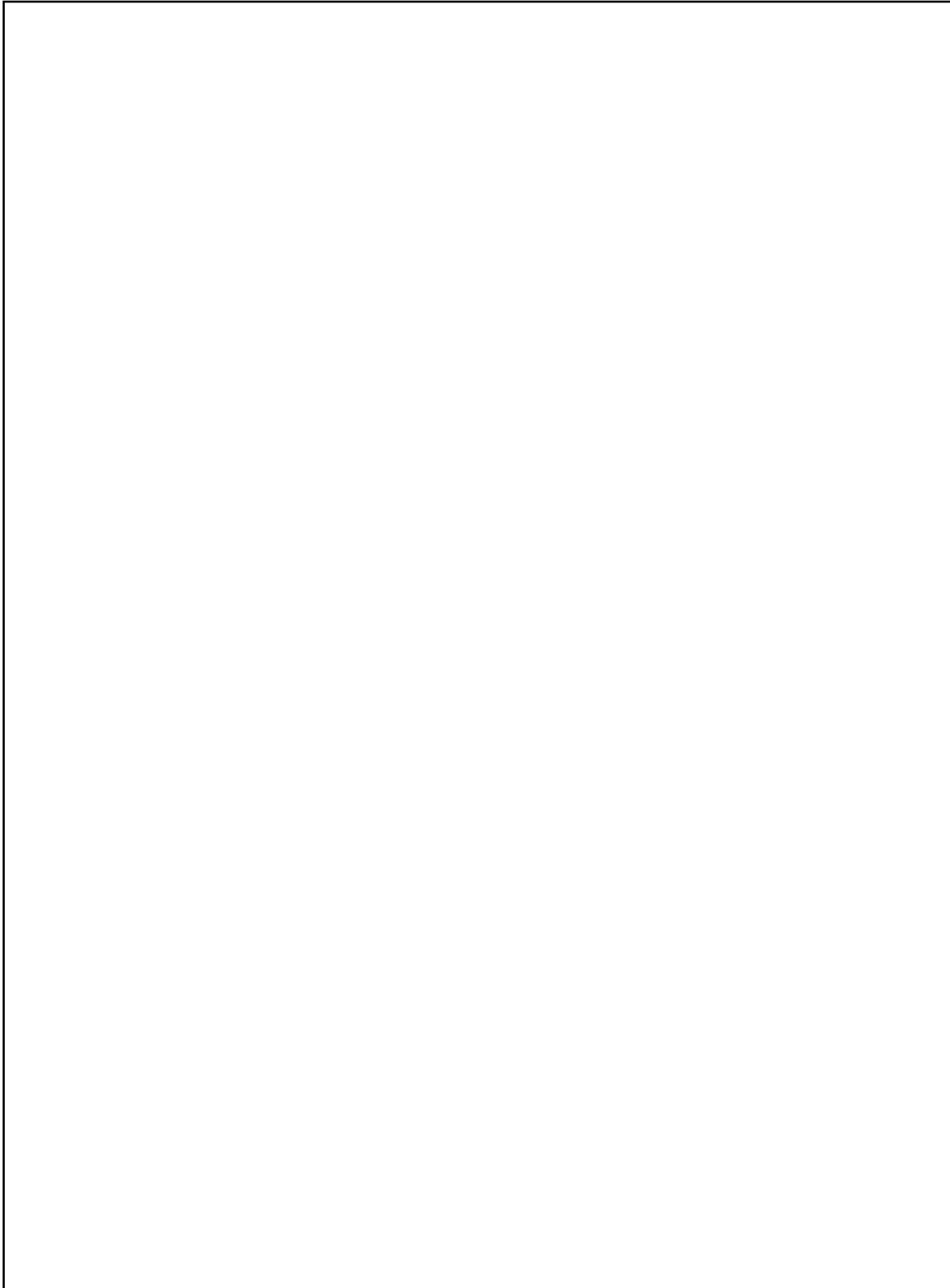
Observed by: Michele Parvey, Eileen Heideman

Address:

CONTINUATION/ ADDENDUM SHEET

CONTINUATION/ ADDENDUM SHEET

LOCATION MAP



LOCATION MAP FEATURE A



LOCATION MAP FEATURE B

LOCATION MAP FEATURE C



PHOTO PAGE 1 of 3

PHOTO PAGE 2 of 3

PHOTO PAGE 3 of 3