

CULTURAL RESOURCES REPORT COVER SHEET

DAHP Project Number: (Please contact the lead agency for the project number. If associated to SEPA, please contact SEPA@dahp.wa.gov to obtain the project number before creating a new project.)

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Title of Report: Results of a Cultural Resources Study for the Phase Two Section of the Hood Canal - 101 Broadband Project, Mason and Jefferson Counties, Washington Applied Archaeological Research Report No. 2533

Date of Report: November 24, 2021

County(ies): Mason and Jefferson

Sections: 1, 6, 12, 13 Township: 24N Range: 3W Section 31 Township 25N R2W

Quad: Holly, Wash. 1985 and Eldon, Wash., 1985 Acres: ca. 14

PDF of report submitted (REQUIRED) Yes

Historic Property Inventory Forms to be Approved Online? Yes No

Archaeological Site(s)/Isolate(s) Found or Amended? Yes No

TCP(s) found? Yes No

Replace a draft? Yes No

Satisfy a DAHP Archaeological Excavation Permit requirement? Yes # No

Were Human Remains Found? Yes DAHP Case # No

DAHP Archaeological Site #:

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

**RESULTS OF A CULTURAL RESOURCES STUDY FOR THE
PHASE TWO SECTION OF THE
HOOD CANAL - 101 BROADBAND PROJECT,
MASON AND JEFFERSON COUNTIES, WASHINGTON**



By

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and
Julie Wilt, M.S.

Report submitted to

Mason County PUD No.1
Shelton, Washington

November 24, 2021

APPLIED ARCHAEOLOGICAL RESEARCH, INC., REPORT NO. 2533



APPLIED
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INTRODUCTION

Project Purpose and Staffing

This report describes the results of a cultural resources assessment conducted by Applied Archaeological Research, Inc. (AAR) related to the Hood Canal-101 Broadband Project, which is designed to bring access to high-speed internet to underserved parts of Mason and Jefferson counties on the west side of Hood Canal, Washington (Figure 1). The project is being implemented by Mason County Public Utility District (PUD) No. 1 in partnership with Hood Canal Communications. It will involve installing fiber optic cable between the communities of Eldon and Triton. The project will be completed in phases and different funding sources are being sought for each phase. Phase Two of the project will involve installation of fiber optic cable between Mike's Beach Resort and Triton. Phase Two will be at least partly funded by a grant from the Washington State Community Economic Revitalization Board (CERB). The use of CERB funds obligates the project proponents to comply with the cultural resource protection requirements described in Governor's Executive Order (EO) 21-02. PUD No. 1 has been delegated the responsible entity to ensure that the potential effects of the project on cultural resources are considered. PUD No. 1 contracted with AAR to assist it in its compliance with EO 21-02.

For the project AAR conducted a study to identify existing archaeological resources in the Phase Two project area, and to assess the potential presence of undocumented archaeological resources. The study included a review of records on file at the Washington Department of Archaeology and Historic Preservation (DAHP) and of source material related to the environmental, ethnographic, archaeological, and historical setting of the installation route, and field reconnaissance of the project area. AAR's personnel involved in the study project include Julie Wilt, M.S., and Bill R. Roulette, M.A., RPA 11132, who were assisted by Jacob B. Lovell, B.A. Ms. Wilt and Mr. Roulette meet the Secretary of the Interior's professional qualification standards.

Conventions

Measurements used in this report to express common distances, elevations, and areas are in United States customary units. Measurements related to archaeological techniques are in metric units. Numbers in the thousands used to express ages and distances feature commas to denote thousands. Calendar dates and dates used to express years before present (B.P.) do not use commas to denote the thousands place but do use commas to express ages of 10,000 B.P. or greater. Modern, common names without taxonomic equivalents, are used when listing plants and animals.

Project and Project Area Description

For the project 132 existing utility poles will be replaced with new poles that will be better able to bear the weight of the fiber optic cable. The existing poles are within public rights-of-way along U.S. 101 and residential roadways between Mike's Beach Resort and the community of Triton. Existing poles will be pulled from the ground and new poles inserted into the holes. The main ground disturbance will consist of the removal and replacement of existing poles. In some cases, holes for new poles may need to be excavated more deeply than they are at present. It is expected that most ground disturbing activities will be conducted by pieces of equipment staged on adjoining paved surfaces. It is also assumed that the project area will not include routes of any new roads, staging areas, reel and pulling sites, or storage or stockpile yards.

The project area for the replacement is defined as a corridor 20 feet (ft) that contains the 132 discrete locales. The width of the corridor allows for the movement of equipment used to replace the existing poles. The corridor extends south to north between a point approximately 975 ft northeast of

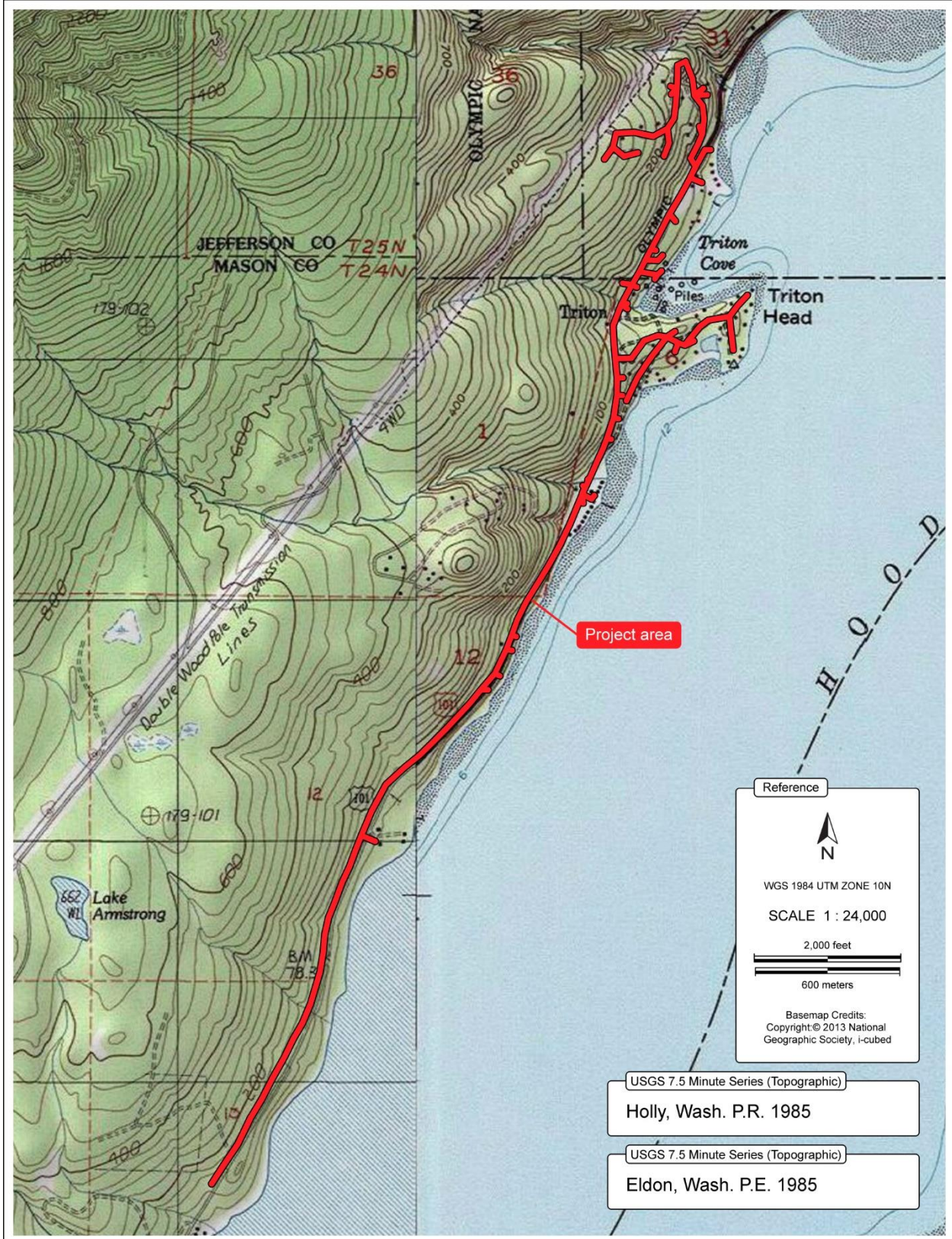


Figure 1. Topographic map showing the project area location.

Mike's Beach Resort and the community of Triton. It passes through the west half of Sections 6 and 13, and the east half of Sections 1 and 12, Township 24 North, Range 3 West, Willamette Meridian (WM), and in the east half of Section 31, Township 25 North, Range 2W, WM.

From its southern starting point, it trends generally northeast for 2.2 miles on the west side of U.S. 101 but includes short branches that cross to the east side of the highway to individual addresses where poles will be replaced (Figures 2 and 3). After 2.2 miles one branch of the route veers eastward to streets in the Triton Head area south of Triton Cove where 20 poles will be replaced (Figures 4 and 5). The main branch will continue northeastward along U.S. 101 and just south of Triton Cover State Park, enters Jefferson County. Along this section it includes numerous short branches east and west of the highway to pole locations at individual addresses. North of the park it veers northwestward and then southward following the streets in the community of Triton where poles will be replaced (Figure 5). Inclusive of all its short and longer branches, the project area is 5.7 miles long. It encompasses approximately 14 acres.

ENVIRONMENTAL SETTING

The project area is on the east side of the Olympic Peninsula. The Olympic Mountains are the dominate geologic feature on the Peninsula. They are composed of two volcanic belts enclosing a large, rugged interior area (Easterbrook and Rahm 1970:74; Franklin and Dyrness 1973:9). The mountains were uplifted concurrent with the uplift of the Cascade Range to the east during the Plio-Pleistocene. The highest peak, Mt. Olympus, is nearly 8,000 ft tall, while the associated ridges rise to between ca. 4,500 to 6,000 ft. In the project area vicinity, the mountains descend to the edge of Hood Canal. In the area, U.S. 101, which the project area follows over most of its length, is cut into side and toe slopes. Most residential development in the project area vicinity is east of the highway on a marine terrace next to the canal or level platforms cut into slopes.

The project area is in the Puget Trough province, an elongated topographic and structural depression that runs from Canada south to the Willamette Valley that in part is a drowned glacial fjord carved out by lobes of the Cordilleran icecap that occupied the area during the Pleistocene (Easterbrook and Rahm 1970:48; Franklin and Dyrness 1973:17). By 13,000 B.P. glacial ice had retreated north of the Olympic Peninsula leaving behind vast amounts of till, sand, and gravel, which underlie the region's modern landsurface (Easterbrook and Rahm 1970:55). Hood Canal is a fjord formed during that time when the retreating Cordilleran ice sheet gouged it and other channels in Puget Sound. The terminal moraine of the most recent glacial advance, the Vashon Stade, is located a short distance south of Olympia. From the moraine northward, the land slopes gently towards Puget Sound, and contains lakes and poorly drained depressions underlain by glacial drift (Franklin and Dyrness 1973:17).

Soils mapped in the project area formed in glacial deposits. The main soils are members of the Hoodspout soil series and include Hoodspout stony sandy loam, 5 to 15 percent slopes, Hoodspout stony sandy loam, 15 to 30 percent slopes, Hoodspout gravelly loam, 0 to 15 percent slopes, Hoodspout gravelly sandy loam, 5 to 15 percent slopes, Hoodspout gravelly sandy loam, 30 to 45 percent slopes and Hoodspout very gravelly sandy loam, 0 to 15 percent slopes. These are moderately well drained, moderately deep soils that formed in glacial till on plains and foothills from sea level to 500 ft above mean sea level (amsl). They formed in loose glacial till and are underlain by strongly cemented till (National Cooperative Soil Survey [NCSS] 2004).

Native vegetation associated with Hoodspout soils include Douglas-fir, red alder, and western hemlock forest with an understory of salal, evergreen huckleberry, salmonberry, thimbleberry, trailing

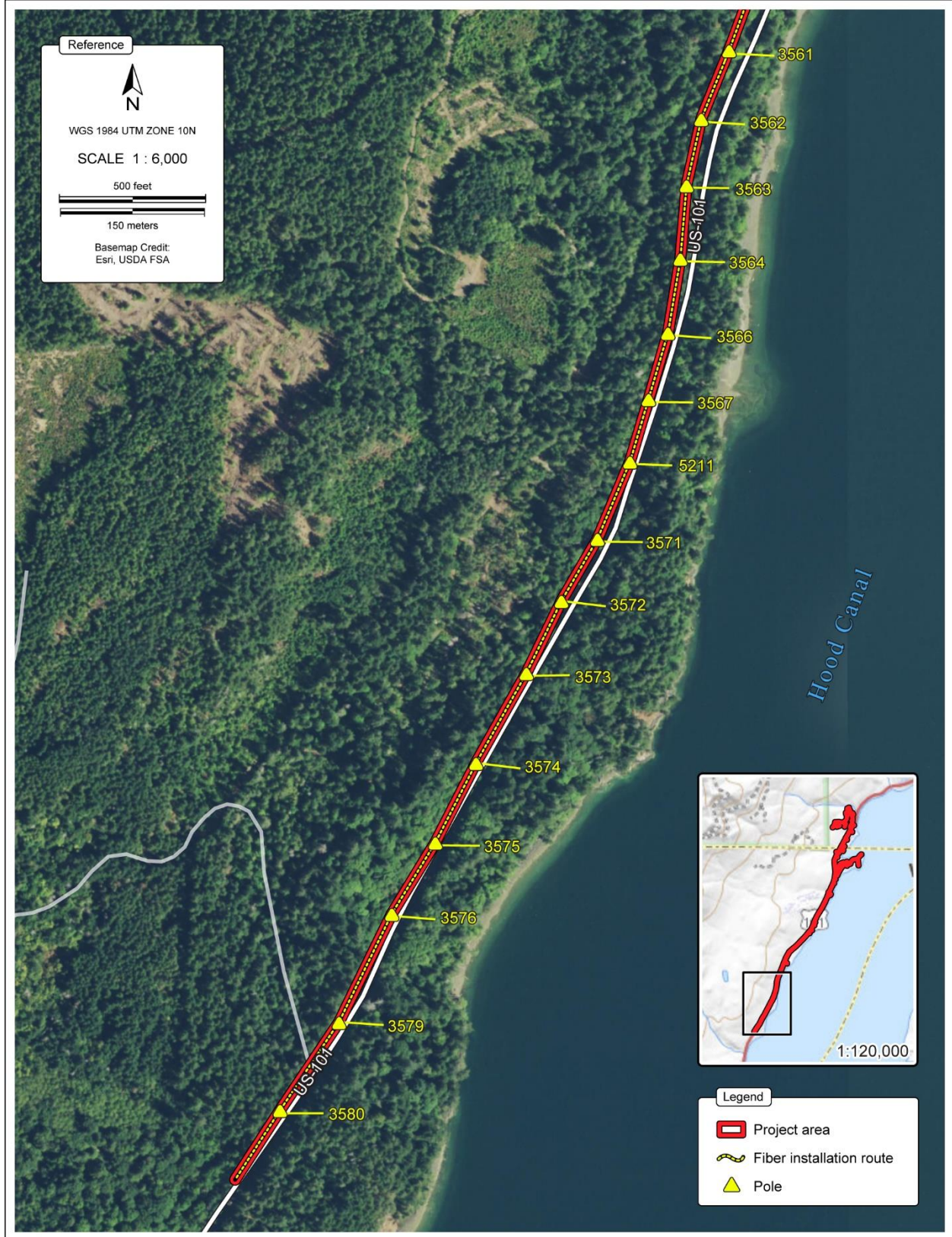


Figure 2. Aerial photomap showing the project area encompassing the pole replacement locations along the fiber installation route (1 of 4).



Figure 3. Aerial photomap showing the project area encompassing the pole replacement locations along the fiber installation route (2 of 4).



Figure 4. Aerial photomap showing the project area encompassing the pole replacement locations along the fiber installation route (3 of 4).

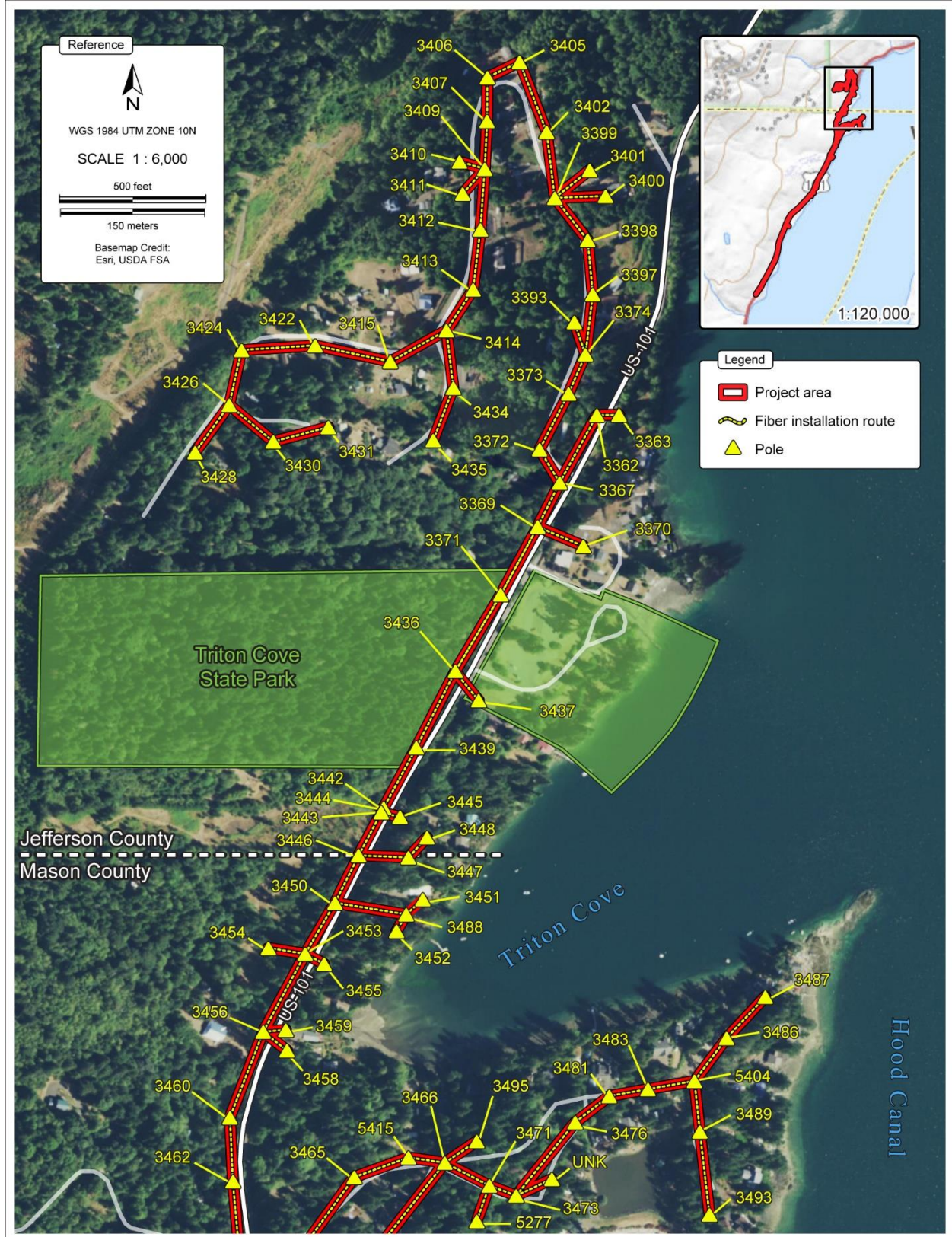


Figure 5. Aerial photomap showing the project area encompassing the pole replacement locations along the fiber installation route (4 of 4).

blackberry, red huckleberry, Oregongrape, red elderberry, stinging nettle, western brackenfern, and western swordfern (NCSS 2004).

The Hood Canal shorelines support numerous species of fish, wildlife, birds, and marine life. Avian habitat supports waterfowl and other birds such as bald eagles, osprey, gulls, great blue herons, shorebirds, and others. Upland forest birds can be found in the marine riparian zones along the water's edge. Marine mammals such as harbor seals, otters, orcas, and an occasional grey whale or humpback whale occur in its waters. Other marine species include Dungeness crab, geoduck clam, several species of oyster and other native clam, octopus, squid, sea star, and shrimp. Fish documented in Hood Canal include salmonids such as coho, steelhead, summer chum and fall Chinook, as well as forage fish, bass, cod, English sole, and red snapper (Mason County Department of Community Development 2012).

Native fauna in the Puget Trough province likely include deer and elk, especially on the eastern side of the Olympic Peninsula, as well as bear, wolf, beaver, marmot, otter, mink, fisher, rabbit, squirrel, skunk, and raccoon (Shalk and Yesner 1988). Given the narrow shoreline and steeply rising mountains on the west shore of Hood Canal, little forage would have been available for elk, and herds would have been small and migratory (Shalk and Yessner 1988).

ARCHAEOLOGICAL OVERVIEW AND PREVIOUS CULTURAL RESOURCE PROJECTS COMPLETED IN THE PROJECT AREA VICINITY

Regional Archaeology Overview

The Olympic Peninsula may have been colonized by humans shortly after the retreat of glacial ice as suggested by the discovery of the partial remains of a mastodon at the Manis site (45CA218), located near Sequim in Clallam County. A rib bone from the creature contained what appears to be a bone projectile point. Other than the possible point, there is no direct evidence that early peoples killed the mastodon, which may have expired of natural causes and was subsequently scavenged (Morgan 1998).

Other evidence for the presence of humans in the region during the late Pleistocene (before ca. 11,700 B.P.) consists of a Clovis point, a large, fluted spear point that is unique to the period ca. 12,700 and 13,000 B.P. The points are found throughout North America and represent one of the earliest archaeological cultures on the continent. In the Pacific Northwest, most Clovis points are isolated surface finds. In northwest Washington, such points been found near Olympia, on Whidbey Island, on the Kitsap Peninsula, and on the campus of Pierce College (Croes et al. 2008; Kelly et al. 2010).

A second archaeological culture present in the Northwest in the late Pleistocene is represented by large, broad-bladed projectile points that come in a variety of forms, but which often have slight shoulders, and straight-to-contracting, edge-ground stems. The points are collectively referred to western stemmed points (WSP). Unlike fluted points in the region, which are most often found as isolates, WSPs are often found in sites which include other tools such as bifacial knives, end scrapers, graters, bola stones, and heavy chopping and scraping tools, and lithic debris from making the tools. Sites with WSP tradition components have been found in numerous locations in Western Washington including on San Juan Island (Kenady et al. 2002), and east of Seattle in Redmond (Kopperl, ed. 2016). The latter is the most intensively WSP tradition component in the region. The site contains *in situ* cultural material found in a thin layer between underlying glacial outwash sediments and overlying peat deposit. Bracketing dates on the layer are ca. 12,500 and 10,000 B.P. (Kopperl, ed. 2016). The layer contained bifaces, projectile points, scrapers, retouched flakes, pointed tools and denticulates and expedient tools classified as drills, edge-modified cobbles, and used flakes. The projectile points include examples of a regional variant of what may be Windust points, the most common WST projectile point style of the Columbia

Plateau, and two unfluted lanceolate concave based projectile points that Taylor and Beck (2016:205-217) identify as part of the WST component.

Archaeological sites dating to after the period of initial use and colonization are organized into the Archaic period that is followed by the Early, Middle, and Late Pacific periods (Ames and Maschner 1999).

The Archaic period (8000 B.P.-6400 B.P.) is well documented throughout the Northwest although not in all areas. Perhaps the archetypal site of the Archaic Period is the Glenrose Cannery site on the Fraser River in British Columbia, just south of Vancouver. R. G. Matson excavated the site and classified its component that dated to between ca. 9000-6300 B.P. as Old Cordilleran. Artifacts associated with this component include leaf-shaped lanceolate bifaces, cobble and cobble-flake tools, and antler wedges (Ames and Maschner 1999:72). Microblades and contracting stemmed points are introduced into the artifact inventory at the end of the phase (Carlson 1990:66-67).

Sites on the Olympic Peninsula dating to this period are attributed to the Olcott phase. Sites representing this phase share numerous traits including locations on upland, non-marine terraces, or higher secondary stream terraces; a lack of domestic or architectural features such as hearths; little organic material such as bone or shell; few groundstone items; numerous scrapers and choppers; Cascade-style points; and use of coarse-grained lithic raw materials such as basalt and argillite for toolstone (Morgan et al. 1998:3.4). The content and structure of the sites, and their locations on the landscape, suggest a land use pattern associated with a highly mobile hunting and foraging lifeway.

The Early Pacific period (ca. 6400 B.P. - 3500 B.P.) begins around the time sea-levels were within 6.5 to 10 ft of their present levels following deglaciation (Ames and Maschner 1999:88). Following stabilization of worldwide ocean levels littoral, estuarine, and delta habitats began to develop. Prehistoric peoples came to intensively exploit these environments. Toward the end of the period, indigenous people developed more-or-less permanent settlements or hamlets that were mainly occupied during the winter. Subsistence economies developed that depended upon harvesting a select few resources in bulk and processing and storing them for later consumption (Ames and Maschner 1999:89-91). In terms of land use, one of the most important developments beginning during this time was the reorganization of regional settlement patterns. Instead of social groups moving together from place to place as part of a subsistence round, increasingly over this period important procurement tasks were conducted by task groups that departed from and returned to settlements.

Technological changes during this period include the disappearance of microblades from the toolkit along the northern coast, the introduction of several types of bone and antler tools, and of groundstone. The development of a bone and antler tool complex is a particular hallmark of this period. Harpoon heads, both bi- and unilateral are among the most common tool types included in the complex. Grinding stone as a manufacturing technique focused initially on slate and such tools as lance points and adzes are made of this material. Grinding as a manufacturing technique was also used on marine shell. The advent of adzes and other ground tools suggests a burgeoning woodworking industry.

During the Middle Pacific period (ca. 3500 B.P. – 1800/1500 B.P.) the basic economic and technological traits that characterize the ethnographic pattern observed at historical contact became established (Matson and Coupland 1995; Morgan et al. 1998:3.7). Site locations and types suggest a continuation of the land use systems introduced in the preceding period, which can be characterized as logistically organized. Artifacts diagnostic of the period include broad-necked projectile points, stemmed drills, flaked cylindrical bipoints, flaked crescents, perforated ground stone pendants, peripherally flaked cobbles, and atlatl weights.

The Late Pacific period (ca. 1800/1500 B.P. - 250 B.P.) represents the ethnographic culture type and is characterized by cultural continuity. Hallmarks of the period include permanent plank houses located in winter villages, a salmon-based economy, extensive use of storage techniques, and ascribed social status (Ames and Maschner 1999). Regional differences appear in artifact types and art, which may relate to both functional needs as well as to cultural/ethnic differences among the groups of the Northwest Coast area. Populations during this time may have peaked by ca. 1000 B.P. before declining.

Previous Archaeological Investigations in the Project Area and Vicinity

Records on file at the Washington State Department of Archaeology and Preservation (DAHP) obtained using its Washington Information System for Architectural and Archaeological Records Data web portal, indicate that the project area has not been previously surveyed and does not contain documented cultural resources. Records show that four archaeological investigations have been conducted in within one mile of the project area (Kiers 2011; Luttrell 2015; Teoh 2017; Wilt and Roulette 2006). No archaeological sites within one mile of the project area were found during the projects.

One of the projects involved a survey of 41 wood pole structure locales in Bonneville Power Administration's (BPA's) Olympia Transmission Line Maintenance District (Teoh 2017). The pole structures nearest the current project area were west of U.S. 101. The project included a surface survey of the structure locations. Due to the nature of the work and the locations, no additional archaeological fieldwork was recommended (Teoh 2017:17). Another of the projects was associated with a BPA fiber optic installation project (Wilt and Roulette 2006). It included a pedestrian survey of a BPA corridor between the Olympia Substation in Thurston County and the Port Angeles Substation in Clallam County. The transmission line passes between 1 mile northwest of the project area north of Eldon and 0.25-mile northwest near Triton. As part of the survey, areas with potential to contain archaeological resources were identified and recommended for additional investigations. No such areas were defined within one mile of the current project area.

A statewide predictive model of archaeological sensitivity accessed using WISAARD shows the project area to have a moderate to very high risk of containing archaeological resources. However, only one site has been recorded within one mile of it. The site is 45JE342, which consists of the remains of a steam donkey boiler (Teller 2009). It is about 0.95-mile northwest of the Triton area. No report associated with the site is available on WISAARD.

ETHNOGRAPHIC AND HISTORICAL OVERVIEW

The project area and all of Hood Canal was the traditional home of Twana speakers, a Coast Salish language spoken around Hood Canal up in the drainages of its tributaries (Suttles and Lane 1990:485). Some ethnohistoric information on Coast Salish peoples was collected by fur traders and missionaries in the early to nineteenth century and more substantial information was collected by ethnologist George Gibbs in the 1850s and missionary Myron Eells in the 1870s. Ethnographic work continued in the twentieth century on various aspects of cultural, society, and technology (Suttles and Lane 1990:502). Not all the information is applicable to the Hood Canal people. Even the earliest mentions of groups living on the Salish Sea comes from a time when the societies of the native groups had been significantly changed because of catastrophic population losses from exotic disease as well as by partial assimilation into Euroamerican culture. Thus, to a significant extent, the information collected describes lifeways that were memory rather than ongoing.

Twana speaking peoples were divided into dialect groups that occupied one or more villages in a drainage or section of coastline. The dialects were mutually intelligible, and the dialect groups were tied

through bonds of marriage, by trade, joint feasting, and ceremonial activities, and use of common territory (Suttles and Lane 1990:485). The ties connected all Twana people and extended beyond Hood Canal. Villages consisted of one or more plank houses occupied by multiple families. The Skokomish River valley was the most densely occupied area in Twana territory, with seven winter villages recorded upriver (Schalk 1988:61). Ethnographically reported villages were situated at the head of Dabob Bay, at the mouth of the Hamma Hamma River, at Lilliwap, at Duckabush, and at Brinnon (Swanton 1968:447). Others were probably situated at the mouths of other rivers and along Hood Canal and one, associated with the Vance Creek Band, was inland from the canal (Schalk 1988:63). Among the Twana, winter village membership was permanent although during the summer months, when families dispersed to fish, hunt, and gather plant resources, the composition of the group was more fluid (Suttles and Lane 1990:493).

Subsistence among Twana speaking peoples was focused on fish, especially salmon, along with sea and land mammals, shellfish, and a wide variety of plant foods. Herring and smelt, flounders, lingcod, and rockfish were all taken with traps, weirs, and nets. Twana hunters were specialized as sea hunters, land hunters, or fowlers. Sea hunters took seals and porpoises, as well as sea lions on the rare occasions when they appeared in Hood Canal. Seals were clubbed, trapped, or harpooned, and porpoises were taken with harpoons, although these were of secondary importance (Schalk and Yessner 1988). Beached whales were used but live ones were not hunted on the open ocean and rarely ventured into Hood Canal. Land hunters focused primarily on elk and blacktail deer, while fowlers caught ducks in large nets raised between poles or would go out in canoes at night and catch them with smaller nets attached to a shaft, or with a multiprong spear. For the Twana, along the western portion of the Hood Canal, the most important shellfish were littleneck clams, butter clams, horse clams, cockles, geoduck, bay mussels, and native oyster (Schalk and Yessner 1988). Surface dwelling species were gathered, while burrowing species were dug up with a digging stick. Plant resources included camas, bracken, salmonberry, thimbleberry, blackberry, serviceberry, salal, huckleberry, and elderberry. These resources were often collected from prairies that native groups kept open by repeated burning (Suttles and Lane 1990:489).

Crafts production was divided among men and women, with men responsible for woodworking. Specialized tools such as stone mauls, elk antler wedges or yew wedges, and adzes were used to create cedar plank houses and canoes, as well as bent-corner boxes and enclosed water containers, dishes, and spoons, although these items were not decorated as elaborately as those made by northern Northwest Coast groups (Suttles and Lane 1990:489). Women used cedar bark to fashion cordage, mats, buckets, and blankets. Twine was made from nettles, cattails, and Indian hemp traded in from east of the Cascades. Mats were sewed or woven from cattail and tule and were used in houses, as sleeping mats, and in canoes. Baskets were decorated and could be made waterproof and used for stone boiling. Both men and women worked animal skins.

The Twana and other Southern Coast Salish first encountered Euroamericans in 1792, when George Vancouver sailed up Hood Canal and Puget Sound. At that early date, the explorers noted signs that smallpox had been among the Native groups (Suttles and Lane 1990:499). The pre-contact, or pre-disease, Twana population likely exceeded 1,000 individuals. The Hood Canal region was swept by epidemics of smallpox between ca. 1800 to 1840. By 1841, just 500 people were counted, the rest having perished in epidemics. The Twana population continued to decline to a low of 264 people by 1875 (Simmons 1982:5-35).

Euroamerican colonization of Twana territory was underway by the mid-1850s, leading to conflicts between settlers and Indians. In 1855 a treaty was signed between the Twana, Chemakums, and Clallams, and Territorial Governor Isaac Stevens. The treaty provided for a reservation of 3,840 acres but failed to identify a location. Eventually a location at the mouth of the Skokomish River was approved

and the treaty was ratified in 1859 (Suttles and Lane 1990:500). The forced relocation of Twana peoples from their native homes resulted in the collapse of the community villages as political structures. This led in part to the participation of inland southern Puget Sound Indians in the Indian War of 1855-1856 (Suttles and Lane 1990:500). Following the war, the South Coast Salish economy shifted to selling furs and other resources, and to laboring in logging mills and hop fields owned by Euroamericans. An executive order on February 25, 1874, established a reservation and increased it to 4,986.97 acres. Many of the Indians refused to relocate to the reservation and instead stayed in their traditional homes to work in logging camps and mills. Currently the tribe is organized under the Indian Reorganization Act and on May 3, 1938, the Secretary of the Interior approved the tribal constitution and bylaws (Suttles and Lane 1990:500).

Historical Overview

Euroamerican exploration of the northern and eastern portions of the Olympic Peninsula began in the late 1700s and early 1800s. Captain George Vancouver sailed down Hood Canal in 1792, and named it after the Lord of the Admiralty, Samuel Hood, who had authorized Vancouver's explorations. Settlement on the canal, especially on its west side, was slow and sparse. The timber industry drew a few early settlers to the areas along Hood Canal as did oyster harvesting, which were some of the first important economic resources available to early settlers (Simmons 1982). Beginning in the mid-1800s multiple logging companies became established throughout the peninsula, and in parts of Hood Canal (CH2M Hill 1983). The most prominent, and the only one to locate on the west side of Hood Canal, was the Hamma Hamma Logging Company.

The Hamma Hamma Logging Company (Company) was officially organized and incorporated in 1922 by Harry M. Robbins, who started the company to harvest timber lands purchased by his late father (Hama Hama 2009). Robbins bought out the Discovery Bay Company and barged all its equipment to the mouth of the Hamma Hamma River. The Company eventually owned 10,000 acres and employed 250 to 300 men, including some with families. It had two logging camps, at least one of which was located up the Hamma Hamma River. The location of the other camp could not be determined. The Company ceased logging operations in 1932 during the Great Depression. Robbins kept 2,500 acres near the mouth of the river which became a sustainable tree farm in the 1970s and later included an oyster farm and Christmas tree farm on Hood Canal.

Speculation concerning railway development led to the initial development of Lilliwaup Falls, about eight miles southwest of the project area, where it was hoped a luxury resort would be built. Railroad speculation also led to the platting of Hoodspout, at the south end of the canal, where hopes were pinned on manganese and copper mining. While numerous claims were filed and a few small mining operations were begun, little ore was ultimately removed, and all are now closed (The Diggings 2021; Andrews 2009:13-14).

Prior to the construction of U.S. 101 early Euroamericans in the project area vicinity traveled primarily by boat. Transportation around Hood Canal consisted of what was termed a "mosquito fleet" composed of small boats, steamers, and sailing ships. These vessels carried passengers, supplies, and mail (Puget Sound Cooperative River Basin Team 1995). Construction of U.S. 101 through the project area began in 1922 and was completed to Quilcene in 1927 (Andrews 2009:17-18). The completion of U.S. 101 opened the Hood Canal region to travelers and tourists. Tourism began in the 1930s during the Depression years and was centered in part around taverns, which could offer alcoholic beverages following the repeal of Prohibition in 1933. These establishments also offered live music and dancing (Andrews 2009:20). With U.S. 101 in place, retirement and other homes began to be built in and near the project area (Andrews 2009:22).

The timber industry experienced a revival in the 1940s. A Christmas tree industry also developed in the post-World War II years (Andrews 2009:21). By 1955 the Hamma Hamma Logging Company and the State Forest Board owned most of the forests west of the project area (Metsker 1955). Another large landowner was, and is, the Seattle Girl Scouts Council, Inc., which owns 569 acres along U.S. 101 near poles 3557 and 3558. Camp Robbinswold was started in 1928 by Helena Robbins, wife of Harry M. Robbins, who purchased its lands in that year for a Girl Scout camp (Girl Scouts of Western Washington 2018). Camp Robbinswold remains active today.

Cartographic Research

As part of AAR's historical background research, maps dating to between 1872 and the 1950s were examined to determine whether unrecorded historical structures or features are located within the project area, and to trace the development of the general area over time. The earliest maps analyzed were prepared by the General Land Office (GLO) and date to 1872, 1876, and 1877 for Township 25 North, Range 2 West, Township 24 North, Range 3 West, WM, and Township 24 North, Range 2 West, WM, respectively. The maps depict the project area and surrounding lands made fractional by land claims, which took them out of federal ownership. The maps do not show the project area as included within a donation land claim. On all the maps, the project area is shown as vacant land and no improvements such as roads are depicted. Likewise, no settlements or homes are depicted in or near the project area (GLO 1872, 1876, 1877).

Beginning with a 1936 topographic quadrangle issued by the War Department, U.S. Army Corps of Engineers and continuing to the present day, maps show U.S. 101 in place (U.S. Corp of Engineers 1936, United States Geological Survey [USGS] 1938, 1947, 1950, 1953). No map shows what was in the route of the highway at the time it was constructed. Over time, maps from different years show light development along U.S. 101, in the Triton Head area, and in the community of Triton. Existing utility poles are likely associated with some of the homes that appear on the maps. However, in general the maps show a dearth of homes and other developments along the project area and no developments in the 132 locations where poles will be replaced.

ARCHAEOLOGICAL RECONNAISSANCE AND ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL

Archaeological Reconnaissance Methods and Results

The project area was reconnoitered on November 3, 2021. The purpose of the reconnaissance was to assess the extent and degree of previous disturbances at the 132 locales. In combination with the results of the background research, that information was used to assess the archaeological potential of each locale and the need for additional fieldwork at them. An atlas containing photographs representative of the overall project area are included in this report as Appendix A.

The reconnaissance mainly consisted of a “windshield” survey during which the project area corridor was driven to observe existing pole locations, although many individual locales were inspected on foot. Pole locations were photographed, and their settings described. Most of the poles were observed and photographed during the reconnaissance, but a few could not be accessed. Those were generally located within the yards of private homes and were not visible or accessible from public rights-of-way. Others were on U.S. 101 in places where there was no parking pullout and that were in areas with a narrow roadway and shoulder. Such areas were deemed unsafe to access on foot from a parking locale.

As seen during the reconnaissance, over most of the length of the project area that is along U.S. 101 the highway is built on a level grade made by cutting and filling adjoining slopes. Existing poles are located on the face of the cut slopes or along the highway on the artificial grade. The Triton Head and Triton areas have mixed topography but in large part are hilly. In those areas pole locations are along residential roadways or sometimes in yard areas near homes. Pole locations along roads vary from those that appear to be at native grade to those on cut slopes and along cut-and-filled roadbeds. Homes in the areas appear mainly to be on artificial platforms, created by cutting and filling or grading level spots in a slope. Poles located near homes are in similarly disturbed landscapes.

Potential for the Project Area to Contain Archaeological Resources

The project area is composed of 132 discrete locales where existing utility poles are to be replaced. The area that contains the locales is inland from the coast of Hood Canal, is steeply sloped and covered with gravelly soils. Most of the pole locations are in places that have been cut and filled or graded. These attributes strongly suggest that the project area has low potential to contain archaeological resources.

In addition, no recorded archaeological resources are in the project area. Cartographic research indicates that the locations of the existing poles are not within historically known developments. The ethnographic Twana peoples of the Hood Canal region had settlements focused on shoreline and river mouth locations. No such settings are included in the project area. Their economic activities took them inland into areas where poles are to be replaced but subsequent developments would most likely have removed any evidence for such use. The same can be said for prehistoric use of the area that the project area passes through.

SUMMARY AND RECOMMENDATIONS

Based on the preceding, it is AAR's opinion that the project area has little to no potential to disturb archaeological resources. AAR does not recommend any additional archaeological field studies related to the undertaking. Although considered unlikely, there is always the possibility for an inadvertent discovery during project implementation. If during excavations prehistoric or historical artifacts or cultural features are encountered, all construction activities must stop in the vicinity of the finds. Mason County PUD No. 1, as the responsible entity for EO 21-02 compliance, is to promptly notify the Washington DAHP and ensure compliance with relevant state and federal laws and regulations that protect cultural resources.

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Appendix A
Photographs of Utility Poles Sites



Figure A-1. View northeast to pole 3426 on Forest Drive in Triton.



Figure A-4. View northeast to pole 3414 on Forest Drive in Triton.



Figure A-2. View northeast to pole 3424 on Forest Drive in Triton.



Figure A-5. View north to pole 3413 on Forest Drive in Triton.



Figure A-3. View east to pole 3422 on Forest Drive in Triton.



Figure A-6. View north to pole 3412 on Forest Drive in Triton.



Figure A-7. View west to pole 3406 on Forest Drive in Triton.



Figure A-10. View north to pole 3399 on Forest Drive in Triton.



Figure A-8. View south to pole 3407 on Forest Drive in Triton.



Figure A-11. View north to pole 3398 on Forest Drive in Triton.



Figure A-9. View northeast to pole 3401 on Forest Drive in Triton.



Figure A-12. View south to pole 3373 on Forest Drive in Triton.



Figure A-13. View southwest to pole 3372 on Forest Drive in Triton.



Figure A-15. View northwest to poles 3342, 3343, and 3345 on U.S. 101.



Figure A-14. View southwest of pole 3367 and 3339 on U.S. 101.



Figure A-16. View southwest to poles 3446, 3450, and 3454 on U.S. 101.



Figure A-15. View northeast of pole 3362 on U.S. 101.



Figure A-17. View east to pole 5415 on N. Webster Lane in Triton Head.



Figure A-18. View southeast to pole 3466 on N. Webster Lane in Triton Head.



Figure A-21. View northwest to pole 3471 on N. Webster Lane in Triton Head.



Figure A-19. View east to pole 5404 on N. Webster Lane in Triton Head.



Figure A-22. View east to poles 3473 and UNK on N. Webster Lane in Triton Head.



Figure A-20. View southwest to pole 3476 on N. Webster Lane in Triton Head.

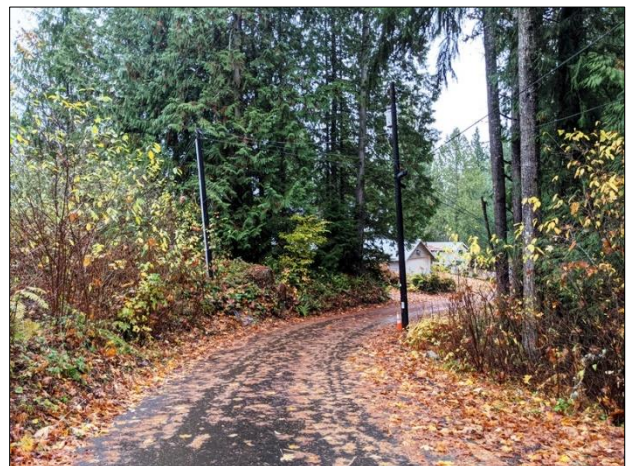


Figure A-23. View east to pole 3481 on N. Webster Lane in Triton Head.



Figure A-24. View north to pole 3493 on unnamed road in Triton Head.



Figure A-27. View southwest to poles 3500 and 3505 on N. Triton Head Drive.



Figure A-25. View south to pole 3489 on unnamed road in Triton Head.



Figure A-28. View northeast to pole 3523 at N. Beacon Point Drive and U.S. 101.



Figure A-26. View southwest to pole 3507 on N. Triton Head Drive.



Figure A-29. View southwest of pole 3541 on U.S. 101.



Figure A-30. View northeast to pole 3539 on U.S. 101.



Figure A-33. View southwest to pole 5211 on U.S. 101.



Figure A-31. View southwest to pole 3555 on U.S. 101.



Figure A-32. View south to pole 3576 on U.S. 101.