

**Historic Columbia River Highway State Trail Project, Segments E
and F (Viento State Park to Mitchell Creek, Mitchell Creek to
Mitchell Point Tunnel, and Mitchell Point East to
the I-84 Undercrossing), Hood River County, Oregon**



Prepared by:

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May 31, 2019



Findings:	+ 1 site; + 19 isolates 35HR95 site update 35HR134 site update Viento Animal Pens site update
County:	Hood River
Legal location:	T3N R9E and T3N R10E
USGS quad:	Hood River and Mt. Defiance 7.5'
Project type:	Pedestrian survey, Subsurface reconnaissance, and Site Evaluation
Survey area:	Approx. 39.9 acres
Permits:	AP-2527, AP-2528, OPRD 024-18, and CRG909
Curation.:	Accession No. 2584 OSMA, University of Oregon

Historic Columbia River Highway State Trail Project, Segments E and F (Viento State Park to Mitchell Creek, Mitchell Creek to Mitchell Point Tunnel, and Mitchell Point East to the I-84 Undercrossing), Hood River County, Oregon

A Report to the

Western Federal Lands Highway Division
Federal Highway Administration
610 East Fifth Street
Vancouver, Washington 98661

by

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Museum Report 2019-**DRAFT**
May 2019

Abstract

The Historic Columbia River Highway (HCRH), hailed as an engineering marvel and for its sensitivity to the corridor's scenic splendor, was completed between Troutdale and The Dalles through the Columbia River Gorge in 1922. Construction of Interstate 84 in the 1950s severed or destroyed sections of the HCRH at many locations along the corridor through the gorge. The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration is leading an effort to restore existing segments of the HCRH and link these segments with new trails to create a continuous State Trail suitable for pedestrians and bicycles.

A cultural resources survey of the Viento State Park to I-84 Undercrossing (ca. MP 55.95-59.95) segments of the *HCRH Milepost 2016 Reconnection Project* (Connolly and Knowles 2011) identified several cultural resources, including the Viento Animal Pen site, the Sonny logging camp/rail stop site (35HR95), the Mitchell Point Travel Stop site (35HR134), traces of the ca. 1870s The Dalles to Sandy Wagon Road (35HR128), and a CCC-style stone monument (35HR133). Surviving elements of The Dalles to Sandy Wagon Road were formally evaluated for listing in the National Register of Historic Places (NRHP) and found to be eligible under Criteria A and C.

This investigation addresses additional survey needs related to an expanded area of potential effects (APE) from the original survey corridor and addition of parcels requiring mitigation requirements. It also reports on the results from testing of the three unevaluated resources listed above and provides formal evaluations of the National Register significance of archaeological sites within the project APE.

Pedestrian and exploratory surveys of approximately 40 acres identified 20 new cultural resources. Nineteen historic isolates were identified along with a historic refuse scatter (Site HCRH-E&F-Mit 5-1) that appears to be older than 45 years of age.

Site HCRH-E&F-Mit 5-1 primarily included cans and bottles dating to the 1960s. This site is recommended as not eligible to be included in the NRHP.

Testing at the Viento Animal Pens occurred in the northern portion of the site within the project APE; cultural resources located on the surface were mapped south of the testing location. No temporally diagnostic buried cultural resources were identified. Because the site extends beyond the current APE, it remains unevaluated for listing in the NRHP.

Site 35HR95 is considered a significant resource as it appears to meet both Criterion A and Criterion D. This site is recommended as eligible for listing in the NRHP.

Both the features and buried deposits at Site 35HR134 lack integrity; this site is recommended not eligible for listing in the NRHP as it does not appear to meet any of the criteria requirements.

Preface

Cultural resources investigations were conducted for the Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration by the University of Oregon Museum of Natural and Cultural History as part of the inventory for the Historic Columbia River Highway (HCRH) Reconnection Project. This work builds on previously conducted investigations along the HCRH overseen by Museum Research Director, Dr. Thomas Connolly. Field work consisted of an inventory of archaeological resources within Segments E and F of the HCRH area of potential effect. These inventories included pedestrian survey, subsurface reconnaissance, site evaluation, and an inventory of above-ground historical resources.

Work was facilitated by Mike Schurke, Archaeologist for the WFLHD, and by Christopher Donnermeyer, Archaeologist and Heritage Program Manager for the Columbia River Gorge National Scenic Area (CRGNSA). Mike Odom also oversaw the project for the WFLHD. Oregon Parks and Recreation Department archaeologist Nancy Nelson and park manager David Spangler aided work conducted in State Parks. Cecilia Goodnight at the History Museum of Hood River granted access to archival records at the museum. The fieldwork was conducted under authority of an Archaeological Resources Protection Act (ARPA) permit issued by the CRGNSA (Permit CRG909), by Oregon State Parks permit 024-18, and by Oregon archaeological permits AP-2527 and AP-2528.

The cultural resources assessment consisted of background review, field investigation, and report production. Field investigations included subsurface probing of mitigation sites within the project Area of Potential Effects (APE) and the testing and formal evaluation of previously identified historic sites along the project corridor. Fieldwork was conducted during the weeks of October 29 to November 2, December 3 to 6, 2018, and January 28 to 29, and May 1, 2019, by crews from the UO Museum of Natural & Cultural History. Crew members included Heather Butler, Megan Culbertson, Trina Delgado, Rick Jensen, Julia Knowles, Jon Krier, Kaylon McAlister, Julia Royer, Christopher Ruiz, Damion Sailors, and Kevin Wright, and all work was completed under the direction of Jaime Kennedy.

The above-ground cultural resources inventory was completed by Chris Ruiz and Heather Butler. Chris Ruiz analyzed the historic artifacts. Museum archaeologist Dr. Patrick O'Grady identified the faunal materials. Cleaning and cataloging of recovered materials were completed by Megan Culbertson, Kate Weiss, and Rand Michie under the supervision of Julia Knowles and Christopher Ruiz. Jon Krier and Julia Knowles assisted in the production of site and isolate forms. Julia Knowles also reduced the map data collected by total station at Site 35HR134.

The report and site evaluations were prepared by Jaime Kennedy. Thomas Connolly edited the report and oversaw all aspects of the project. The collected materials and associated documents are curated under Accession Number 2584 at the University of Oregon State Museum of Anthropology, Eugene.

TABLE OF CONTENTS

<i>Abstract</i>	<i>iii</i>
<i>Preface</i>	<i>iv</i>
<i>List of Figures</i>	<i>vii</i>
<i>List of Tables</i>	<i>x</i>
Chapter 1: Introduction	1
Report Framework.....	3
Chapter 2: Environmental Context	4
Geology and Soils	6
Hydrology.....	6
Climate	6
Vegetation	6
Fauna	7
Chapter 3: Cultural Context	9
Ethnography and Indigenous History	9
Non-Native Exploration and Settlement along the Project Corridor.....	11
19 th Century Developments.....	11
20 th Century Developments.....	14
History of the Project Corridor.....	16
Previous Cultural Resource Investigations in the Project Vicinity	25
Chapter 4: Exploratory Survey	29
Expectations	31
Pedestrian Survey of the Expanded APE	31
HCRH-E&F-Iso-1	34
HCRH-E&F-Iso-2.....	35
HCRH-E&F-Iso-3.....	35
HCRH-E&F-Iso-4.....	36
HCRH-E&F-Iso-5.....	36
HCRH-E&F-Iso-6.....	37
HCRH-E&F-Iso-7	37
HCRH-E&F-Iso-8.....	37
HCRH-E&F-Iso-9.....	38
HCRH-E&F-Iso-10.....	38
HCRH-E&F-Iso-11.....	38
HCRH-E&F-Iso-12.....	39
HCRH-E&F-Iso-13.....	39
HCRH-E&F-Iso-14.....	40
HCRH-E&F-Mit 5-1	40
HCRH-E&F-Iso-15.....	44
HCRH-E&F-Iso-16.....	45
HCRH-E&F-Iso-17.....	46
HCRH-E&F-Iso-18.....	46
HCRH-E&F-Iso-19.....	46
Subsurface Reconnaissance for HCRH Segments E & F.....	47

Mitigation Area 3 Probing	48
Mitigation Area 5 Probing	49
Summary of Exploratory Survey	54
Chapter 5: Testing and Evaluation of the Viento Animal Pens	56
Field Investigations at the Viento Animal Pens	58
Viento Animal Pens Site Summary	61
Chapter 6: Testing and Evaluation of Site 35HR95	62
Field Investigations at 35HR95	65
Site 35HR95 Artifact Assemblage	73
Activities	73
Domestic	77
Personal.....	84
Structural.....	87
Indefinite Use.....	89
Modern.....	89
Unidentified	89
Site 35HR95 Faunal Remains	90
Site 35HR95 Cultural Assemblage Summary	91
Site Summary	94
Site 35HR95: National Register Eligibility and Recommendations	95
Chapter 7: Testing and Evaluation of Site 35HR134	97
Field Investigations at 35HR134	100
Site 35HR134 Artifact Assemblage	106
Activities	106
Domestic	107
Personal.....	110
Structural.....	112
Indefinite Use.....	114
Modern.....	114
Unidentified	114
Site 35HR134 Faunal Remains	114
Site 35HR134 Cultural Assemblage Summary	114
Site Summary	116
Site 35HR134: National Register Eligibility and Recommendations	117
Chapter 8: Evaluation of Above Ground Resources	119
APE Boundary Explanation and Justification	119
Records Search.....	119
Survey Methods and Findings	120
Viento State Park: South Campground and Maintenance Yard.....	121
CCC-Style Signpost Column at Perham Creek.....	122
Road Trace.....	123
Mitchell Point Drive Residences	125
Summary of Above Ground Resources	128
Chapter 9: Project Summary	129
Exploratory Survey.....	129
Above-ground Resources	129

Historic Site Evaluation.....	131
Recommendations	131
References Cited.....	133
Appendices	145
A. Permits	145
B. Artifact Catalog.....	170
C. Site Forms and Site Form Updates	175
D. Isolate Forms.....	216
E. Above Ground Resources Table	269
F. Unanticipated Discovery Plan.....	272

List of Figures

2.1. View toward the eastern end of the HCRH State Trail Segments E & F.....	4
2.2. Location of the HCRH State Trail Segments E & F in the Columbia River Gorge.....	5
2.3. Vegetation in the eastern end of the project corridor with remnant hazel orchard	7
3.1. Ceded lands in the project area, base map after Royce (1899)	10
3.2. 1911 Hood River County map with several mills and logging features present.....	14
3.3. The project corridor overlain on the 1860 GLO cadastral map for Township 3N Range 9E	16
3.4. The project corridor overlain on the 1860 GLO cadastral map for Township 3N Range 10E ...	16
3.5. The OLD mill and lumber yard at Viento ca. 1900.....	17
3.6. Structures mapped at Viento in 1901	17
3.7. Jones property at Viento.....	17
3.8. 1931 Metsker’s map for Township 3N Range 9E.....	17
3.9. General Land Office land patents in the eastern portion of the project APE	18
3.10. Images of the Parker home at Little Boy Ranch featured in the <i>Hood River Glacier</i>	19
3.11. The Parker home with glass veranda and terraced landscaping completed	19
3.12. Historic photo of the planned route of the HCRH west of Mitchell Point	20
3.13. View east toward Mitchell Point and OR&N line from the Sonny rail stop ca. 1916	21
3.14. Elsie “Babe” Tenney’s roadhouse, tourist court, gas station, and sandwich shop	22
3.15. Sonny and the Mitchell Point travel stop on 1939 aerial imagery	22
3.16. The Mitchell Point Tour Inn with Shell service station that operated into the 1950s	23
3.17. The Mitchell Point Tunnel and Viaduct as viewed from the Columbia River.....	24
3.18. Daylighting windows and natural basalt columns in the Mitchell Point Tunnel	24
3.19. 1931 Metsker’s map for Township 3N Range 10E.....	24
3.20. View southeast to the Locke/Galligan house	25
3.21. Cultural resources in the project corridor, I-84 MP 56.0-56.8	26
3.22. Cultural resources in the project corridor, I-84 MP 56.8-57.7	26
3.23. Cultural resources in the project corridor, I-84 MP 57.7-58.5	26
3.23. Cultural resources in the project corridor, I-84 MP 58.5-59.5	27
3.24. Cultural resources in the project corridor, I-84 MP 59.5-60.0	27
4.1. HCRH Segment E and F: Project corridor	30
4.2. HCRH Segments E & F APE with unsurveyed areas noted as grey shading.....	31
4.3. View east of an inaccessible cliff face south of the HCRH near MP 56.7.....	31
4.4. View west from the remnant Mitchell Point Tunnel grade	31
4.5. Vegetation in the western end of Segment E in Viento State Park	32
4.6. Vegetation near Mitchell Point in Segment F	32

4.7. Remnant hazelnut grove in Mitigation Area 5 in Segment F.....	32
4.8. Approximate tribal territories at the time of Euroamerican contact.....	32
4.9. Location of newly recorded sites and isolates along the project corridor	33
4.10. HCRH-E&F-Iso-1	34
4.11. HCRH-E&F-Iso-2	35
4.12. HCRH-E&F-Iso-3	35
4.13. HCRH-E&F-Iso-4	36
4.14. HCRH-E&F-Iso-5	36
4.15. HCRH-E&F-Iso-6	36
4.16. HCRH-E&F-Iso-7	37
4.17. HCRH-E&F-Iso-8	37
4.18. HCRH-E&F-Iso-9	38
4.19. HCRH-E&F-Iso-10	38
4.20. HCRH-E&F-Iso-11	39
4.21. HCRH-E&F-Iso-12	39
4.22. HCRH-E&F-Iso-13	39
4.23. HCRH-E&F-Iso-14	40
4.24. View southeast from the northern boundary of Site HCRH-E&F-Mit 5-1	41
4.25. Olympia varnish can with “Miss Varathane” visible on the lid.....	43
4.26. Belisol denatured alcohol.....	43
4.27. Hires root beer.....	43
4.28. HCRH-E&F-Iso-15	44
4.29. HCRH-E&F-Iso-16	45
4.30. HCRH-E&F-Iso-17	45
4.31. HCRH-E&F-Iso-18	46
4.32. HCRH-E&F-Iso-19	46
4.33. Subsurface reconnaissance locations in Mitigation Areas 3 and 5; HCRH Segment F.....	47
4.34. View northwest toward Probe 3-1.....	48
4.35. Location of subsurface probes in Mitigation Area 3.....	48
4.36. Probe 3-4 south wall with large cobbles of colluvial origin visible in profile	48
4.37. View northwest excavating Probe 5-11 in Mitigation Area 5.....	49
4.38. Location of subsurface probes in the eastern portion of Mitigation Area 5.....	51
4.39. Probes 5-1 through 5-22 south of the HCRH in Mitigation Area 5	51
4.40. Probes 5-23 through 5-47 south of the HCRH in Mitigation Area 5	51
4.41. Probes 5-48 through 5-59 north of the HCRH in Mitigation Area 5.....	51
4.42. Location of subsurface probes in the eastern portion of Mitigation Area 5.....	51
4.43. Location of subsurface probes in the eastern portion of Mitigation Area 5.....	51
4.44. Unlined pit observed on the surface between probes 5-49 and 5-50.....	54
4.45. LiDAR imagery of the northeast portion of Mitigation Area 5 highlighting surface anomalies	54
5.1. Connolly’s (2005) sketch of the Viento Animal Pens site	56
5.2. Location of the Viento Animal Pens in Viento State Park.....	56
5.3. View northeast of the Viento Animal Pens location on a flat bench above the parking lot.....	57
5.4. Mapped cultural resources identified on the surface.....	57
5.5. Barbed wire in northwestern-most corner tree.....	58
5.6. Animal pen with chicken wire	58
5.7. Split 55-gallon drum	59
5.8. 4x4 inch post.....	59
5.9. Brown alcohol bottles	59
5.10. Location of test units; cultural materials on the surface.....	60
5.11. Probe VP-3 north profile.....	60
5.12. Probe VP-5 south profile.....	60

5.13. Revised location of the Viento Animal Pens site.....	61
6.1. Location of Sonny (35HR95) in Vinzenz Lausmann Memorial State Natural Area	62
6.2. Site 35HR95 west of Mitchell Point Overlook along I-84.....	63
6.3. Mitigation Area 2 in relation to Site 35HR95	63
6.4. Site 35HR95 sketch map.....	63
6.5. Views of the Structure A Pit	64
6.6. Southwest corner detail of the Structure B Pit	64
6.7. View southwest of the Structure C Pit	64
6.8. Newly recorded Pit D.....	65
6.9. Location of 50x50 cm test probes on aerial imagery from 1939.....	66
6.10. Map of test units and surface features at 35HR95 with 5-foot contours	67
6.11. TP 2 west profile	68
6.12. Location of TP 30 at the base of the retaining wall.....	68
6.13. Location of TP 8 in Pit B and final soil profile.....	70
6.14. View north from Pit 2 toward The Dalles to Sandy Wagon Road trace and Pit 3	71
6.15. Excavation of TP 11 in the Pit 3 possible privy feature.....	71
6.16. TP 21 south wall profile.....	72
6.17. TP 22 south wall profile.....	72
6.18. Shotgun shell.....	73
6.19. Coins found at the site: Barber dime and Lincoln wheat penny	73
6.20. Example of tools found at the site (I).....	74
6.21. Example of tools found at the site (II).....	75
6.22. Horseshoes	76
6.23. Model-T tire valve.....	76
6.24. Clothing maintenance items	77
6.25. Canning and food jars	78
6.26. Drinking vessels.....	79
6.27. Example of ceramics found at the site	80
6.28. Yellow ware	81
6.29. Furnishings-related items	82
6.30. Pressed glass fragments.....	83
6.31. Union button.....	84
6.32. Clothing-related items	84
6.33. Health/Grooming-related items.....	85
6.34. Prince Albert tobacco pocket tin	86
6.35. Kaolin clay pipe	87
6.36. Marbles.....	87
6.37. Structural-related items	88
6.38. Structural artifact distribution	93
6.39. Activities-related artifact distribution	93
6.40. Personal artifact distribution	93
6.41. Domestic artifact distribution.....	93
7.1. Location of Little Boy Ranch/Mitchell Travel Stop (35HR134)	97
7.2. Site 35HR134 at the base of Mitchell Point along I-84	98
7.3. Mitigation Area 2 in relation to Site 35HR134	98
7.4. Dry stacked retaining wall on the southern edge of the HCRH at Site 35HR134.....	98
7.5. Concrete footings on the terrace above the HCRH-bordered retaining wall.....	98
7.6. Location of Little Boy Ranch/Mitchell Travel Stop (35HR134)	99
7.7. Undated historic photo of the Little Boy Ranch lodge property and associated landscaping	99
7.8. Cement slab with drain at the southern edge of Site 35HR134.....	100
7.9. Dry stacked rock wall south of the paved picnic area.....	100

7.10. Detail of circa 1930s photo of Elsie “Babe” Tenney’s campground cabins	100
7.11. Sketch map of Site 35HR134	101
7.12. Looking north towards TPs 3, 2, and 1 from TP 4.....	103
7.13. TP 2 north wall profile	103
7.14. Location of TP 7 at 12x6 ft pit	103
7.15. Example of mortar fragments recovered from TP 6.....	103
7.16. Concrete foundation/patio slab at 15 cm below the surface in TP 9	103
7.17. Brick, mortar, and chimney rock in TP 10.....	103
7.18. Bottle in TP 8 Level 7	105
7.19. View west toward TP 14.....	105
7.20. TP 14 south wall profile.....	106
7.21. TP 24 south wall profile.....	106
7.22. Domestic ceramics	107
7.23. Domestic food-related artifacts	108
7.24. Furniture caster?.....	109
7.25. 1930s Mum deodorant jar with metal cap.....	110
7.26. Alcohol cans and bottles	111
7.27. Die-cast metal truck	112
7.28. Examples of structural items at the site.....	113
7.29. Distribution of structural artifacts	115
8.1. Aerial map of the above-ground resources in the HCRH Segments E & F project APE.....	119
8.2. Detail of point 1: The Viento State Park and maintenance yard	120
8.3. Maintenance yard buildings at Viento State Park	120
8.4. View of CCC-style signpost column.....	121
8.5. Detail of point 2: The CCC-style signpost column at Perham Creek	122
8.6. Location of CCC-style signpost column at Perham Creek depicted on a 1939 USFS map	122
8.7. Detail of points 3 and 4: Unidentified road trace and homes on Mitchell Point Drive	123
8.8. 5330 Mitchell Point Dr.....	124
8.9. 5206 Mitchell Point Dr.....	124
8.10. The Locke/Galligan House at 5205 Mitchell Point Dr.....	125
8.11. 5135 Mitchell Point Dr.....	126

List of Tables

4.1. Vegetation mitigation parcels in the HCRH Segments E & F project area.....	29
4.2. Newly recorded cultural materials along the HCRH Segments E & F project corridor	34
4.3. Age range of time diagnostic artifacts at HCRH-E&F-Mit5-1	42
4.4. Mitigation Area 3 exploratory probes	49
4.5. Mitigation Area 5 exploratory probes	52
5.1. Viento Animal Pens test probes	61
6.1. Excavation loci at 35HR95	65
6.2. Locus 1 test units at 35HR95	68
6.3. Locus 2 test units at 35HR95	68
6.4. Locus 3 test units at 35HR95	69
6.5. Locus 4 test units at 35HR95	69
6.6. Locus 5 test units at 35HR95	70
6.7. Locus 6 test units at 35HR95	71
6.8. Locus 7 test units at 35HR95	71
6.9. Site 35HR95 faunal counts by level.....	89
6.10. Faunal remains from Site 35HR95.....	89

6.11. Age range of time diagnostic artifacts at Site 35HR95	91
7.1. Test units at 35HR134.....	102
7.2 Age range of time diagnostic artifacts at Site 35HR134.....	115
9.1. Summary of cultural resources in the HCRH Segments E & F APE.....	130
9.2. Eligibility recommendations for cultural resources in the HCRH Segments E & F APE	132

Introduction

The Historic Columbia River Highway (HCRH) was the first paved highway in the northwestern United States and widely hailed as an engineering marvel for the technological achievement of negotiating a topographically dramatic and challenging landscape, as well as for its aesthetic design elements and purposeful design intended to capture the scenic natural splendor of the Columbia River Gorge. Highway construction began in 1912 and was completed between Troutdale and The Dalles through the Columbia River Gorge in 1922. Construction of I-84 (originally designated I-80N) in the 1950s and 1960s severed or destroyed numerous sections of the HCRH through the gorge.

By the early 1980s, sentiment for saving and restoring the old Columbia River Highway was growing. The highway and associated designed landscapes were listed in the National Register of Historic Places in 1983, named a National Historic Civil Engineering Landmark by the American Society of Civil Engineers in 1984, designated a National Scenic Byway-All American Road in 1999 and a National Historic Landmark in 2000. Since the 1980s, the Oregon Department of Transportation has maintained drivable portions of the roadway, reopened some undrivable segments for bicycle and pedestrian use, and continues to restore many of the original highway's historic features (Hadlow 2000; Smith 1984).

The Western Federal Lands Division of the Federal Highways Administration (WFLHD) and its partners (including the Oregon Department of Transportation (DOT), the United States Forest Service Columbia River Gorge National Scenic Area (CRGNSA), Oregon Parks and Recreation Department (OPRD), the Historic Columbia River Highway Advisory Committee, and Hood River County), intend to extend the Historic Columbia River (HCRH) trail system adjacent to Interstate 84 in Hood River County. Trail segments that have been opened to date include the Starvation Creek to Viento and Hood River to Mosier segments. The current effort is on segments E (Viento to Mitchell Point) and F (Mitchell Point to the I-84 Undercrossing). The project includes restoration of historic features of the HCRH such as guardrails, and constructing new connecting trails, parking lots, overlooks, and interpretive elements.

The Museum of Natural and Cultural History (MNCH) Research Division was contracted by the WFLHD to conduct cultural resource inventories for the project in Hood River County in compliance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 Code of Federal Regulations [CFR] 800) and Section 4(f) of the US DOT Act of 1966, with WHFA as the lead federal agency. Section 106 requires federal agencies to consider an undertaking's direct, indirect, and cumulative effects on historic properties eligible for listing in the National Register of Historic Places (NRHP).

A preliminary pedestrian survey of the corridor was conducted in April 2011 (Connolly and Knowles 2011), and exploratory and evaluation work has been previously undertaken on other State Trail segments (Connolly 2017, 2018; Connolly and Knowles 2013, 2014; Connolly et al. 2013, 2014; Connolly and Ruiz 2012; Knowles and Connolly 2014). The 2011 survey identified numerous cultural resources. Along the corridor, including features associated with early transportation through the Columbia River Gorge such as trances of the The Dalles to Sandy Wagon Road (ca. 1870s) and grades

associated with Oregon Railway & Navigation (OR&N) Company railroad (built ca. 1880-1882). Other features noted along the corridor can be linked thematically or temporally to the various early transportation systems. Most documented sites relate to the original Columbia River Highway corridor, and date to its heyday from ca. 1915 to 1950, such as home sites, farms, travel stops, lumber camps, quarries, and structures built by the Civilian Conservation Corps in the 1930s (Connolly and Knowles 2011).

Cultural resources specifically identified in Segments E and F include the NRHP-listed HCRH itself, the Viento Animal Pen site, the Sonny logging camp/rail stop site (35HR95), the Mitchell Point Travel Stop site (35HR134), and traces of The Dalles to Sandy Wagon Road (35HR128). Additionally, two historic isolates (CCC Column and a vehicle fender) and two non-historic dump sites (OPRD Disposal Site and a domestic dump) were identified. Surviving elements of The Dalles to Sandy Wagon Road were formally evaluated for listing in the NRHP and found to be eligible under Criteria A and C (Connolly and Knowles 2013).

Since the time of the original survey, the anticipated area of potential effects (APE) has expanded to include ca. 20 additional acres due to alignment changes, and to accommodate ancillary facilities such as parking and viewpoint accesses. In addition, five parcels (ca. 20 additional acres) anticipating mitigation requirements to remove invasive ivy have been added. The current project seeks to address the potential for above-ground and below-ground archaeological resources in the target area between Viento State Park and the I-84 Undercrossing on the south side of the Interstate, including testing of previously identified resources. Archaeological investigations undertaken in the project APE included three important inventory requirements:

1. Pedestrian survey along the expanded APE from Viento State Park to the I-84 Undercrossing to relocate known resources and document previously unrecorded resources;
2. Subsurface reconnaissance in two areas considered to have a high probability for buried cultural materials. Exploratory subsurface probing was conducted in Mitigation Area 3 (The Mitchell Point Overlook) and Mitigation Area 5 (Mitchell Point East). Up to 20 30x30 cm probes were proposed in Mitigation Area 3 up to 60 30x30 cm probes were proposed in Mitigation Area 5. At Mitigation Area 5, probes were limited to the eastern portion of the site, as the western portion has been subject to intense quarrying activities throughout the 20th century.
3. Evaluation of three sites (35HR95, 35HR134, and the Viento Animal Pens) within the APE. The evaluations included test excavations to determine site boundaries, depth, and cultural contents; probing included units systematically dug across the sites with discretionary units to explore the nature of identified features. Up to 5 50x50 cm probes were proposed at Viento Animal Pens, up to 30 50x50 cm probes were proposed at 35HR95, and up to 25 50x50 cm probes were proposed at 35HR134.

A determination of eligibility is key to developing appropriate management actions with respect to the resource. There are three basic requirements for a property to be eligible for listing in the NRHP; a property must be 45 years or older, it must be significant in terms of relevance and importance, and it must possess integrity (National Park Service [NPS] 1995). Integrity is the ability of a property to convey its significance. Integrity is not a part of significance, but an independent element of the evaluation process and is assessed only after a property's significance is determined. Properties considered "historically significant" and eligible for listing on the NRHP must meet one of the following criteria (NPS 1995):

The quality of significance in American history, architecture, archaeology, and/or culture is present in districts, sites, buildings, structures, and objects of national, state, or local importance that possess integrity of location, design, setting, materials, workmanship, feeling, association and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. are associated with the lives of persons significant in our past; or

C. that embody the distinctive character 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. that have yielded, or may be likely to yield, information important in prehistory or history.

The project is entirely within the CRGNSA and is subject to the oversight of the CRGNSA Commission (CRGNSA 2011). The State of Oregon is the primary land owner within the project APE. This includes either the highway corridor managed by the Oregon DOT (under authority of the Federal Highway Administration) or the OPRD (including Viento State Park, Wygant State Natural Area [SNA], Vinzenz Lausmann Memorial SNA, and Seneca Fouts Memorial SNA). One segment east of Mitchell Point near Mitchell Point Drive is under the management of the US Forest Service in Mount Hood National Forest. In total four separate permits were obtained for the cultural resource investigations (ARPA permit CRG909, State Parks permit 024-18, and SHPO permits AP 2527 and AP 2528). Copies of the permits are in Appendix A. Recovered cultural materials are curated at the Oregon State Museum of Anthropology at the University of Oregon (Accession 2584), as specified in ORS 390.235.

Report Framework

This report is divided into seven chapters. Chapter one outlines the project scope. Background information on the environmental and cultural setting of the project area is presented in Chapters 2 and 3, respectively. Chapter 4 reports on the results of the pedestrian survey and findings of the exploratory subsurface reconnaissance in Mitigation Areas 3 and 5. In Chapter 5-7, results of testing and site evaluation at the Viento Animal Pens, Sonny (35HR95) and Little Boy Ranch/Mitchell Travel Stop (35HR134) are discussed. An above-ground resource evaluation for historic properties along the project corridor is presented in Chapter 8. Finally, Chapter 9 provides a summary of all cultural resource investigations and outlines future management recommendations.

Environmental Context

The HCRH State Trail Reconnection Project Segments E & F lie west of the city of Hood River, Oregon, in relatively steep terrain ranging from ca. 100 to 500 ft (30-150 m) above sea level (Figure 2.1). The project's area of potential effects (APE) encompasses four linear miles in sections 34, 35, and 36 of Township 3N Range 9E, and sections 31 and 32, of Township 3N Range 10E, Willamette Meridian (Figure 2.2). The project begins at Viento State Park north of Interstate 84 at mile point (MP) 55.95 and terminates at the MP 59.95 I-84 overpass on the north side of the freeway.

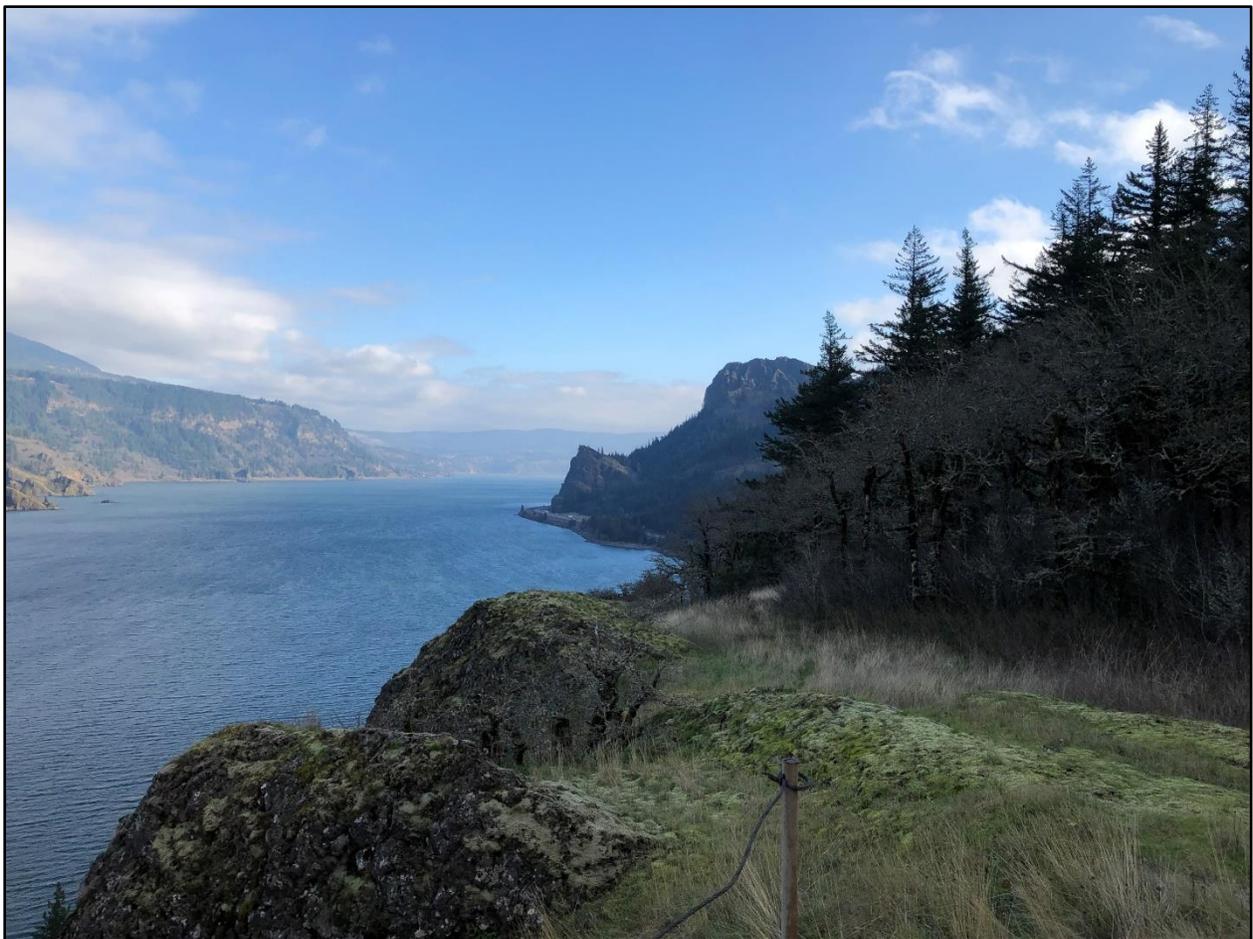


Figure 2.1. View toward the eastern end of the HCRH State Trail Segments E & F project area from above I-84 mile point 57.4.

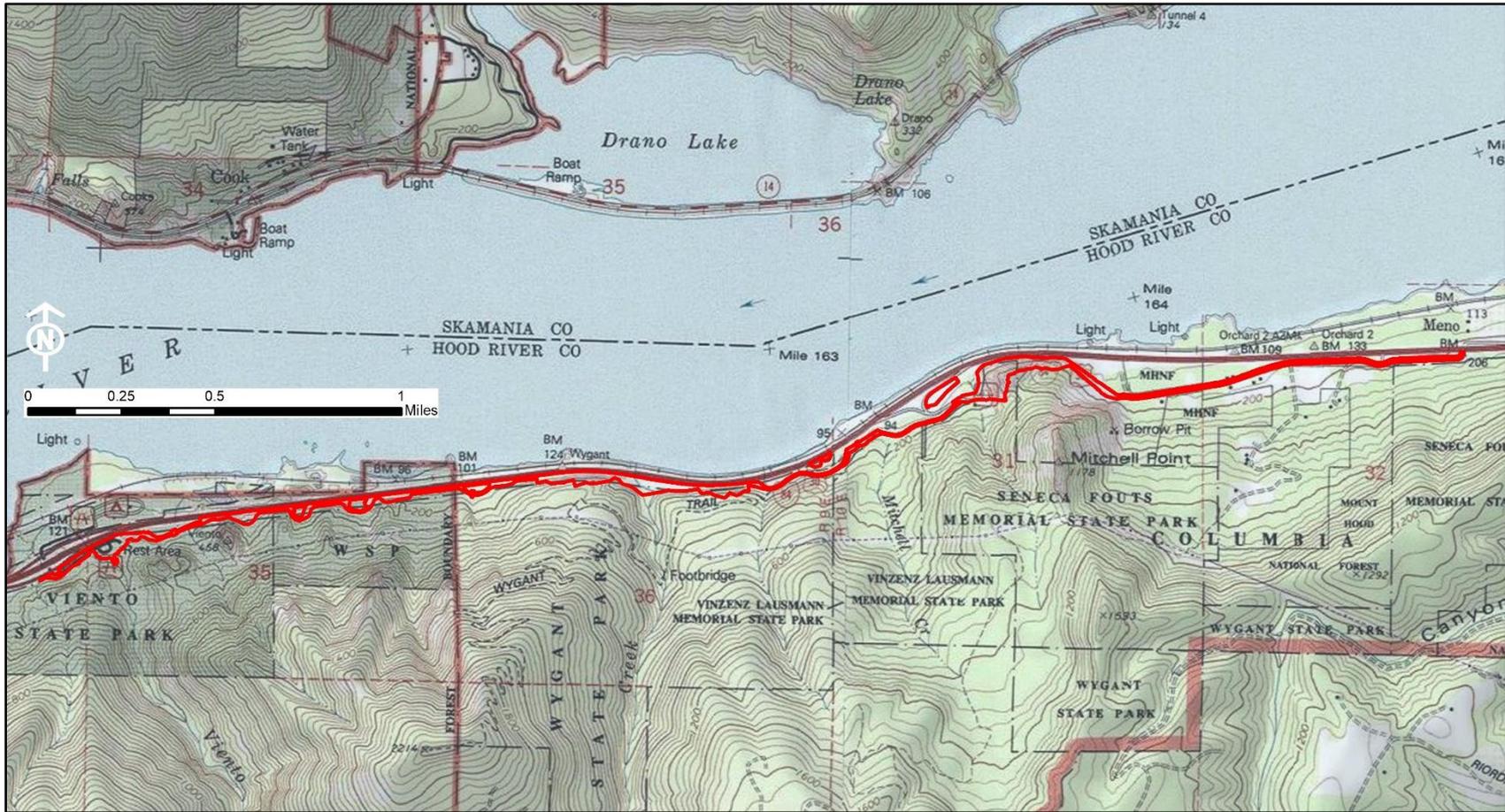


Figure 2.2. Location of the HCRH State Trail Segments E & F in the Columbia River Gorge, Township 3N Range 9E and 10E (USGS Hood River and Mt. Defiance quads, 7.5' Series, 2014).

Geology and Soils

The project is entirely within the Columbia River Gorge in the Cascades physiographic province. The geologic deposits in the Columbia River Gorge include volcanic and sedimentary deposits spanning the past ca. 38 million years. The Columbia River created a natural path to the sea for both water and lava, and the gorge was intermittently blocked by lava flows that erupted from vents in the areas that are now parts of eastern Oregon, southeast Washington, and Idaho. Following each event, the river quickly cut new channels to the north around the flows, but enormous deltas and lake deposits were created during the impoundments, remnants of which still exist in the Gorge (Orr et al. 1992:153-154).

In addition to volcanic activity, landslides have played a significant role in the history of the Gorge; the massive Bonneville Landslide, which created the Cascades of the Columbia and is thought to have inspired the “Bridge of the Gods” legend, may have been triggered by a massive offshore earthquake about the year AD 1700 (Orr et al. 1992:154). The project corridor cuts across volcanic bedrock, rocky scree slopes, colluvium and landslide debris, and fluvial outwash deposits.

Soils mapped by the Natural Resources Conservation Service (NRCS) at the eastern end of the project are dominated by Wyeth very gravelly loam on slopes greater than 45% and Wind River fine sandy loam along terraces. Both soils are deep and well-drained (NRCS 2019). Soil data are unavailable for the western end of the project.

Hydrology

The project is located on the Oregon banks of the Columbia River, the largest river on the Pacific Coast of North America. The river flows westward from the Columbia Plateau through the Columbia River Gorge in the Cascade Range and into the coastal lowlands of Oregon and Washington, eventually entering the Pacific Ocean near Astoria, Oregon. The Columbia River Gorge, the river’s corridor through the Coast Range, extends from the Deschutes River to the Sandy River and links the interior and coastal regions of the Pacific Northwest.

The APE, located in the Middle Columbia/Grays Creek watershed, traverses Viento and Perham creeks on the western side of the project and Mitchell Creek on the eastern portion, as well as numerous unnamed ephemeral streams.

Climate

Climate in the project area is characterized by wet winters and warm summers. The topography of the Columbia River Gorge causes consistently high winds along the shores of the river year-round. Average total annual precipitation at Hood River, ca. four miles east of the eastern end of the project area, is approximately 30 inches. The average total snowfall is approximately 36 inches. Average maximum temperatures are 39.6°F in January and 80°F in July; average minimums are 28°F in January and 53°F in July (Western Regional Climate Center 2019).

Vegetation

The physiography of the Columbia Gorge greatly affects local climate and vegetation, and provides a unique corridor for plant and animal migration between the typically arid east and maritime west. High relief also places varied botanical zones in close proximity. Vegetation in the gorge generally



Figure 2.3. Vegetation in the eastern end of the project corridor with remnant hazel orchard.

transitions near Hood River from the mesic Douglas fir/western hemlock (*Pseudotsuga menziesii*/*Tsuga heterophylla*) forests typical of the west side of the Cascades to the dry Ponderosa pine/white oak (*Pinus ponderosa*/*Quercus garryana*) forests of the east side (Franklyn and Dyrness 1988). Vegetation in the present project corridor, west of Hood River, is most consistent with the Douglas fir/western hemlock zone (although ponderosa pine and white oaks are also present), as it is dominated by closed canopy fir forest except in disturbed areas or on rocky outcrops and talus where grasses, herbs, and smaller shrubs are most common. In these locations, understory vegetation is dominated by oak, big leaf maple (*Acer macrophyllum*), vine maple (*A. circinatum*), western hazel (*Corylus cornuta*), blackberry (*Rubus*), snowberry (*Symphoricarpos albus*), Oregon grape (*Mahonia*) and poison oak (*Toxicodendron diversilobum*). Cherry trees (*Prunus avium*), American hazel (*C. americana*), roses (*Rosa*), periwinkle (*Vinca*), and ivy (*Hedera helix*) are scattered throughout the project area, reflecting remnants of historic plantings.

Fauna

Large mammals such as deer (Cervidae), elk (*Cervus canadensis*), bear (*Ursus*), mountain lion (*Puma concolor*)—and, in the past, mountain sheep (*Ovis canadensis*) and goats (*Oreamnos americanus*)—are present in the project vicinity. The Columbia River fishery resource, especially the concentrated

anadromous fish runs, was a central factor in Native human economies. Chinook (*Oncorhynchus tshawytscha*), Sockeye (*O. nerka*), Coho (*O. kisutch*), Chum (*O. keta*) and Pink salmon (*O. gorbuscha*) and Steelhead trout (*O. mykiss*) are native to the Columbia River, as were eulachon (*Thaleichthys pacificus*), sturgeon (Acipenseridae) and lamprey (Petromyzontiformes). Harbor seals (*Phoca vitulina*) were also present in the river, as far upstream as Celilo falls, near The Dalles (Beckham et al. 1988:27).

Cultural Context

The Columbia River Gorge serves as a boundary between the Northwest Coast and the Columbia Plateau ethnographic culture areas (Beckham et al. 1988). The project corridor is in the ceded lands of the Confederated Tribes of the Warm Springs Reservation of Oregon (CTWSRO), but also recognized as an area of traditional affiliation and interest to the Grand Ronde, Yakama, Umatilla, and Nez Perce.

Ethnography and Indigenous History

The Five Mile Rapids site near The Dalles provides the most complete cultural record for the Columbia River corridor, spanning some 11,000 years. The site contained thousands of salmon bones in its earliest levels, providing evidence that salmon harvesting has been important from the time of the earliest human presence in the region (Butler 1993; Cressman et al. 1960). However, the archaeological record within the Columbia Gorge proper is primarily limited to more recent times, probably related to the legacy of the extensive landslide and flooding processes which have combined to inhibit the preservation and discovery of ancient sites.

Several excavations have occurred near Cascade Locks at sites that largely post-date the Bonneville Landslide. At all but two archaeological sites, Bradford Island and Clahclehlah Village (45SA11), occupations appear to have ceased prior to historic contact. This apparent population decline is likely the result of the introduction of exotic infectious diseases (Boyd 1999), which devastated populations and precipitated consolidation of some formerly independent bands into composite communities. The work at Clahclehlah suggests that the earliest occupants built oval pithouses, indistinguishable from those found throughout the Columbia Plateau. Overlying these oval pithouses are rectangular plank houses, more consistent with Chinookan houses found downstream and along the Pacific coast. This change in house form may signal increasing Chinookan influence up the Columbia River corridor in late pre-contact times (Beckham et al. 1988).

Upper Chinookans occupied the project corridor along both shores of the Columbia River in the nineteenth century (Beckham et al. 1988:84). On the Oregon side, villages were documented in the Cascades-Bonneville Dam vicinity (Cascades Chinook), and near Hood River (Hood River/Dog River Chinook) (Boyd 1999:41-44; French and French 1998:363). Winter villages—typically featuring oblong, gabled-roofed, upright-cedar plank houses aligned in rows parallel to the river—were connected to one another through trade, political ties, and marriage (Silverstein 1990). The Chinook diet was balanced primarily between fishing and root/berry gathering. Fishing was productive from March to November, and seasonal runs of various anadromous fish species populated different streams throughout the year. Hunting of large and small game was often coordinated with root and berry harvests, when these activities would not conflict with salmon fishing (Silverstein 1990:533-546).

The first contact between Indians and whites in the project vicinity was in 1805, when the Lewis and Clark party made its way down River. In 1806 they passed upstream on their return trip. By 1811 fur

trappers of the Northwest Company had descended the Columbia River from Canada, and trappers for the Pacific Fur Company had ascended the river from Fort Astoria.

Smallpox swept through the region in the latter 1700s, and again just prior to the Lewis and Clark visit in 1805-06. Another wave of disease devastated the Lower Columbia region in the 1830s and eliminated entire villages (Beckham 1984:39-44). Estimated to have had a population exceeding 10,000 in the 1770s, only 233 Chinookans were listed on reservation rolls in the 1930s (French and French 1998:374). Other epidemics may have preceded these historically documented diseases by centuries; introduced to the Americas by the Spanish Conquest or by trade ships plying the coasts, Native populations may have experienced devastating population declines beginning in the 16th century (Campbell 1990; Dobyns 1983; Ramenofsky 1987).

The year 1855 was pivotal for the area’s Native groups. The Oregon shore from the Cascades downriver to the Portland Basin was ceded in 1855 under terms of the “Treaty with the Kalapuya, Etc.,” executed at Dayton, Oregon. Participants included the “Wah-lal-la band of Tum-waters,” commonly identified as Cascades Indians, who controlled the Columbia shore downriver from the Cascades of the Columbia (Kappler 1904). Also in 1855, the area from the Cascades and upstream was ceded under terms of the “Treaty with the Tribes of Middle Oregon,” which included The Dalles, Dog (Hood) River and “Ki-gal-twal-la band of Wascoes” who occupied the Columbia shore between the Cascades and Hood River. The Yakama Treaty was also signed in 1855, which ceded lands on the north side of the river east of Wind Mountain. The Yakama Treaty included the Wishram, as well as the Sahaptin-speaking Klickitat, Cayuse, Umatilla, Walla Walla, Nez Perce, and Yakama. Treaty negotiations with groups north of the Columbia and downriver from Wind Mountain (including Chinook and Chehalis) failed, and the U.S. took possession of these lands without any treaty; the Shoalwater Bay and Chehalis reservations were established by executive order in 1866 to accommodate these non-treaty groups.

Though divided by the treaties, most of the people who lived in the Columbia River corridor spoke Kikshat, the Upper Chinook language. Following the treaties, some Wishram and Wascoes continued



Figure 3.1. Ceded lands in the project area, base map after Royce (1899).

to live near their traditional homes along the river. Most Wishram were enrolled at Yakama, and “most of the others were assigned to the Warm Springs Reservation in central Oregon” (French and French 1998:360). The Cascades Indians who participated in the Dayton Treaty went initially to the Oregon Coast (Siletz) Reservation, then to Grand Ronde when the reservation was created by executive order in 1857. The HCRH Trail project crosses lands ceded by both Oregon treaties, and the segment under present consideration (Viento to the I-84 Underpass) is within the area ceded under terms of the Tribes of Middle Oregon treaty (Figure 3.1). Nonetheless, because of the dispersal of the people of the Columbia River corridor, descendants with ancient ties and enduring interest in the project area are now affiliated with multiple modern tribal communities.

The treaties did not resolve conflicts. The Yakama Treaty called for the relocation of treaty participants “within one year after the ratification of this treaty” (the 1855 treaty was ratified in 1859), but Washington governor Isaac Stevenson declared Indian lands open for white settlement within two weeks of the treaty signing. And, despite assurances that white miners and settlers would not be allowed to trespass on tribal lands, the discovery of gold on the newly formed Yakama Reservation lured invading miners; some stole Indian horses or greatly mistreated Indian women. Some treaty participants, under the Yakama leader Kamiakin, actively opposed this betrayal. A number of violent encounters, initially with trespassing miners, escalated to a series of raids and counter raids known as the Yakama War.

In 1856 the Cascades portage became a target, as development of the portage was regarded as an unlawful usurpation of one of the Indians’ most important fisheries. Military officers soon came to recognize that their control of the Cascades denied the Indians critical food and economic stability, significantly weakening their position. The Indians attacked on March 26, killing 17 and burning the Bradford sawmill and lumberyard, as well as several houses and a warehouse under construction. The following day a contingent of dragoons under Lt. Philip Sheridan arrived; most of the Natives scattered, but some surrendered without a fight. Nine of the prisoners who had surrendered were executed by hanging (Healy 2010; Wilma 2007). According to one eye witness, “The local Indians who were hung had been on friendly terms to the white locals . . . They were of the Cascade tribe. The motive behind the hangings was anger and racism. Quite a few of the white settlers had lost relatives besides homes in the attack and there was some kind of revenge wanted, and as the Yakimas had all returned back to their land, the Cascades were the only Indians to take revenge on, even though they were innocent” (Iman 2008).

As part of the treaties ratified in 1859, the right to fish at “usual and accustomed” places was reserved for the tribes, rights upheld in 1905 and 1919 by the U. S. Supreme Court. Construction of the Bonneville Dam began in 1933, and the Bonneville pool inundated approximately 37 traditional fishing sites. In 1939, an agreement was negotiated to provide in-lieu fishing areas. Although implementation was delayed by World War II, by the 1950s five sites had been developed by the Army Corps of Engineers for preferential priority use by tribal fishers. The Bonneville Power Administration expanded the Bonneville Dam by constructing the second powerhouse on the north side of Bradford Island. For the increased capacity, the level of the Bonneville pool was raised further, which prompted the lawsuit *Confederated Tribes of the Umatilla Indian Reservation v. Callaway* in 1972. At issue was the effect on in-lieu sites and on fish migration. The settlement of the lawsuit, and subsequent lawsuits, led to the development of additional fishing access and support facilities.

Non-Native Exploration and Settlement along the Project Corridor

19th Century Developments

The great population movement associated with the Oregon Trail began in the 1840s. Approximately 5000 people had made their way down the Columbia to take up land in Oregon by 1845.

Creation of the Oregon Territory in 1848 and passage of the Donation Land Act in 1850 stimulated community development in the Gorge. By 1850 the town of Cascades was established on the north bank of the river, at the upper Cascades, with construction of a store. At this time, steamships moved the majority of commercial goods through the gorge, but the natural obstacle at the Cascades made the development of portages capable of moving commercial freight a priority. The first commercial portage was developed on the north bank of the Columbia in 1851 by Francis Chenoweth, who built a 2.5 mile-long wooden-rail tramway pulled by mules and horses. He sold the portage to brothers Dan and Putnam Bradford, who operated steamships on the upper and lower river, linked by the portage (Asay 1991; Gill 1924; Poppleton 1908).

Unpredictable weather and transportation issues were impediments to non-Native settlement; most early land claims were on the north side of the Columbia, which afforded gentler terrain and greater sunlight. The earliest settlements on the Oregon side of the Columbia River were focused in the vicinity of Hood River and The Dalles (Beckham et al. 1988). A post office was opened at Hood River in 1859, and a townsite platted in 1881. The main industry of the growing community became support and shipping services for rapidly developing fruit orchards. Logging and fishing also expanded throughout the gorge, and mills and canneries were built along the Columbia's shores.

William C. Laughlin staked a land claim at the mouth of Hood River (then known as Dog River). In 1854 he relinquished his claim to Nathaniel and Mary Coe, who planted the valley's first fruit orchard in 1855. A post office at Hood River was established in 1858, and a townsite platted in 1881. Other settlers followed the Coes, and the main industry of the growing community became support and shipping services for the quickly expanding fruit orchards. Most communities within the Columbia River corridor developed primarily as rail or logging camps, or as shipping points.

A pack trail was reportedly present through the Columbia Gorge along the Oregon side by the mid-1850s (likely following an older Indian trail), but this was impractical for moving serious quantities of freight. The federal government began to explore a route through the gorge in 1855 for a wagon road from Fort Vancouver to The Dalles, favoring the north bank of the river; the head surveyor for the project characterized the south bank as a "wild & broken range of country, untrod by man or beast" (George H. Derby 1856, cited in Beckham et al. 1988).

By 1855, Col. Joseph S. Ruckel (Ruckle in some sources) and a partner were operating the steamboat *Fashion* between Portland and the Cascades, and an allied steamboat operator was running the *Wasco* above the Cascades (Gill 1924:177-178). Ruckel soon developed the Upper Landing (where Cascade Locks is now located) on the Oregon side to compete with the Bradfords. He cleared a wagon road along the river to his settlement, which was located near the Middle Cascades at what came to be known as Ruckel Creek. From there, a pack trail led to Eagle Creek and over the top of Tooth Rock to the Lower Cascades, located at Bonneville, near the mouth of Tanner Creek (Beckham 1984:85). In 1956, Ruckel and partners Harrison Olmstead (who had the adjacent land claim to the west) and John L. Henderson incorporated the Cascade Road and Bridge Company to build a portage road between the upper and lower landings (Oregon, Territory of 1857:9). They built a portage railroad, first operated by horse- or mule-drawn wagons and later by steam power. By 1862, the steamships and both the Oregon and Washington portages were owned by the Oregon Steam Navigation (OSN) Company.

The discovery of gold in eastern Oregon in the early 1860s lured thousands to the gold fields, as well as others intent on farming and ranching to support the growing numbers. As developments progressed east of the Cascade Range, the need for a reliable connecting transportation corridor became more acute, and public sentiment for a public road rose as rates charged by the ferry and portage monopolies increased. By 1862 the OSN Company had installed 20 miles of track on the Oregon side of the Cascades. The OSN Company used a small locomotive, named the "Oregon Pony," to operate the

portage line (Lancaster 1916). In 1863, the OSN Company also built a fourteen-mile-long portage railroad around Celilo Falls, east of The Dalles. Even with the portage railroad at the Cascades, travel up and down the Columbia Gorge was not easy; freight had to be unloaded and reloaded at portages, and ice on the river hindered navigation in winter (*Weekly Astorian*, Jan 13, 1874).

The Territorial Legislature passed legislation to build a road from The Dalles to the Sandy River as early as 1856, but the sections built by Ruckel and his partners around the Cascades were the only elements realized. Building the wagon road was a growing concern, especially to people east of the Cascades who were eager for better—and more economical—links to the lower Columbia and Willamette Valley. The Dalles *Weekly Mountaineer* ran articles complaining about the monopoly of the OSN Co., characterizing the company as “vampires of commerce,” and eastern Oregonians launched a “free the Columbia River” movement to advocate for better transportation options (Connolly et al. 2013).

Efforts to build a road were renewed by the state legislature in 1870, but it was not until October of 1872 that the first \$50,000 (in the form of promissory warrants) “for the purpose of constructing a road up the south bank of the Columbia River, from near the mouth of Sandy, in Multnomah county, to The Dalles, in Wasco county” was authorized (Oregon, State of 1872). A route was surveyed from September 1 to October 1 of 1873, and work commenced in 1874. An additional \$50,000 appropriation was made by the legislature during the 1876 session. The Portland *Oregonian* (August 6, 1878) reported that the road was finished and in use from The Dalles to a point one mile below the lower Cascades, and again on Jan 6, 1879, characterized the road as finished except for the segment from Sandy to the lower Cascades.

Due to the sharp turns and steep grades, The Dalles-Sandy Wagon Road remained difficult to negotiate, and the availability of the rail line dramatically reduced the need for the road. Regardless, portions of the road saw continued active use. The July 2, 1911 *Sunday Oregonian* reported that:

From Bonneville to Cascade Locks the road is open in short stretches, and from there to Shell Rock Mountain the old Dalles and Sandy wagon road is in good condition, and is used locally. From a mile east of Shell Rock Mountain to Hood River the road is open, and is being used by teamsters.

In 1872 the OSN Company was briefly sold to the Northern Pacific Railroad, then purchased by Henry Villard’s Oregon Railway & Navigation (OR&N) Company in 1878. Construction on a rail line along the Oregon shore between The Dalles and Portland began in 1880 and was completed by November of 1882. The section between The Dalles and Bonneville was especially difficult to build; Chief Engineer Hans Thielsen was under constant pressure from OR&N president Henry Villard to build the line cheaply and quickly, which proved challenging in the Columbia River corridor where there were no natural benches along the shore on which to build. Thielsen followed the natural contours, blasting away the basaltic cliffs along the shore to create a debris subgrade for the railroad. He did not build across inlets where the cliffs retreated from the river, which would have required great quantities of fill and more time. The result was a very curvy railroad that would be corrected at a later date (Asay 1991). The OR&N Company failed in 1887, and the route was taken over by the Union Pacific (UP). The UP acquired a majority stake in the line in 1898 (when it was renamed the Oregon Railroad & Navigation Co.), and it became a subsidiary of the UP in 1910 (by then the Oregon-Washington Railroad & Navigation Co.). The line was fully incorporated into the UP system in 1936.

Historically, logging, specialized livestock, and agriculture constituted the majority of industry along the Columbia River corridor. Large-scale commercial lumbering began in earnest in the Gorge in the 1890s. The Stanley Smith Lumber Company, the Mitchell Lumber Company, the Wind River Lumber Company, and the Oregon Lumber Company (OLC) all operated near Hood River in the early 20th century. By 1901, a number of mills, including the Green Point Mill, two Stanley Smith Planer mills, and

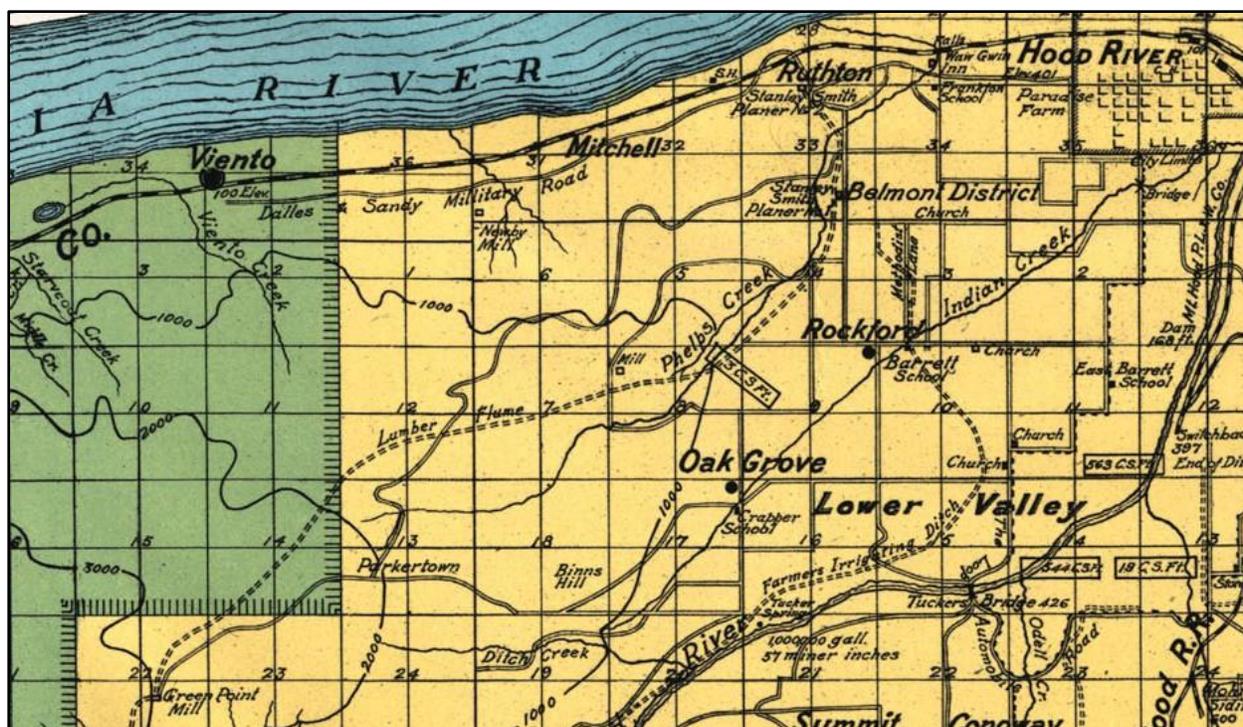


Figure 3.2. 1911 Hood River County map with several mills and logging features present.

the Newby Mill were located near the HCRH State Trail Segments E & F project corridor (Figure 3.2). Fluming operations proliferated along the steep mountainsides of the river, with flumes active along both sides of the Columbia. A log flume extended from the high elevation forests west of Mt. Defiance east to the Green Point Mill, and then on to the Stanley Smith Mill in Hood River's Belmont District, and then on to the Stanley Smith Planer Mill on Ruthton Point, just east of the current project area.

20th Century Developments

Invention of the automobile was the catalyst that again spurred serious consideration of a road through the Columbia Gorge. Samuel Hill, a Good Roads supporter and a principal advocate for a quality road through the Gorge, accompanied noted road engineer Samuel Lancaster and Major H. L. Bowlby (who would become the first State Highway Engineer), to the First International Roads Conference in Europe where they traveled extensively to study road building techniques and designs. During the following years, Hill built miles of experimental paved roads on his 7000-acre estate at Maryhill on the Washington side of the Columbia River east of The Dalles. In 1913, the Oregon state legislators viewed his roads, and were sufficiently impressed to create the Oregon State Highway Commission. The same year, Multnomah County resolved to study construction of a Columbia River Highway within their jurisdiction; this action was followed by support of the newly formed State Highway Commission (to which Bowlby was appointed head), which facilitated coordination among all counties.

Portions of the new Columbia River Highway followed some of the original wagon road alignments (Davison and Knapp 2010). Much of this earlier wagon road had been destroyed when the OR&N Company built its water-level track through the Gorge in 1882-83, but many surviving segments were incorporated into the new Columbia River Highway. Engineer J. A. Elliot (1914:152-153) reported the relationship between the original wagon road and the new highway:

From Viento to Mitchell's Point, the general course of the existing road is followed. At Mitchell's Point, the present road climbs to an elevation of four hundred feet in a distance of half a mile. The new location leaves the old road near the foot of the hill and climbs to an elevation of 185 feet, and passes along the face of the cliff, requiring the construction of three tunnels through solid rock points. From Mitchell's Point, the location [of the new road] follows the existing road for one-half a mile, then swings south, eliminating two railroad crossings, and climbs on a three per cent grade to a junction with the present road at the top of Ruthton Hill. From this point the existing road is followed in a general way to the city of Hood River.

The new highway was conceived as a touring route, winding through spectacular landscapes with accommodations for scenic vistas. It was to be built to high standards, with a minimum width of 24 feet, minimum curve radius of 100 feet with extra width on all curves, and a maximum 5% grade. The first construction camp was established at Multnomah Falls in October 1913; the road was built between Portland and Hood River by 1915, and completed to The Dalles by 1922 (Hadlow 2000).

Farms, stores, auto service stations, inns, and restaurants developed quickly along the new highway as soon as it opened. The rise in automobile touring can be gauged by comparing the numbers of travelers crossing into the United States from Canada in the 1920s. Hayner (1930:257) reports that from July 1, 1928 to June 30, 1929, more than four times as many people arrived by automobile than by boat, and ten times as many as arrived by train. The Blaine, Washington, border crossing saw a five-fold increase in automobile passengers from 1921 to 1929, while the number of train passengers declined to one-fifth the number in 1919.

Automobile camping developed, partly due to the possibility of being stranded by poor roads and break-downs, and remote spots might not have other options (Mark 1998). The earliest auto camps were generally patronized by travelers who could not afford hotels, but as cabins with running water and electricity were developed, the appeal of auto camps widened (Hayner 1930). Auto camps could be classified into two basic types; the commercial or en route camps on or near major highways, and resort or terminal camps located at vacation spots in the mountains or near water (Hayner 1930). It is likely the establishments along the Columbia River Highway served both functions.

By the 1930s, the limitations of a touring highway for commercial truck traffic were increasingly apparent, and designs for a faster, water-level route were initiated. The new two-lane road (US Highway 30) was completed by 1953. The Interstate Highway system, now considered the largest public works project in history, was launched in 1956. Design standards were focused on speed, safety, and efficiency, including features such as controlled access and lane separations. The new freeway partially incorporated the earlier US 30 roadbed. The section between Portland and The Dalles, initially designated as Interstate 80N and later renamed Interstate 84, was largely in place by 1963, but not completed to interstate standards until 1969 (Hadlow 2000; Kramer 2004).

The construction of these later, water-level roads damaged or destroyed large portions of the original Columbia River Highway. Among the casualties was the iconic Mitchell Tunnel, destroyed in 1966 to accommodate a lane addition for the new freeway. Many of the original bridges, stone guardrails, and observatories fell into disrepair, and the road itself rapidly deteriorated.

History of the Project Corridor

A project corridor-specific archival research survey yielded additional information about the history of the area within or adjacent to the current APE. Archival research was conducted, and information important to understanding the project area and developments within it, were obtained at several locations including the Oregon State Historic Preservation Office (SHPO), the Hood River History Museum, the Hood River County Clerk’s Office, the Hood River County Surveyor’s Office, the ODOT Library, the University of Oregon Special Collections, and University of Oregon Map Library (aerial photographs and map collection).

The earliest map of the project corridor is a General Land Office (GLO) cadastral survey map for Township 3N Range 9E and 10E (Figure 3.3). No buildings, trails, or other cultural features were recorded within the project APE in 1860, though tracts of land had been sub-divided and mostly claimed. A structure appears on the 1860 General Land Office map in the Viento area (a tract now flooded behind Bonneville Dam), but the tenant did not complete the requirements for a land patent. By 1881 (Figure 3.4), development in the west portion of the project area was underway. The Dalles to Sandy Wagon Road is visible north of the current APE, and a cultivated field is platted at Viento on the 1881 GLO map.

Viento, named for Henry Villard and fellow investors (**Endicott, Tolman**) in the OR&N Company, was established as a rail stop in the early 1880s (McArthur and McArthur 2003:994). The Oregon Lumber Company (OLC) established a lumber yard and planing mill at Viento around the turn of the century (Figures 3.5 and 3.6). Felled trees were rafted down the White Salmon River in Washington, transported across the Columbia by the steamer *Pearl* to the mill at Viento, cut to order, and loaded onto OR&N train cars for distribution (OLC 1897). A large general store was located near the railroad.

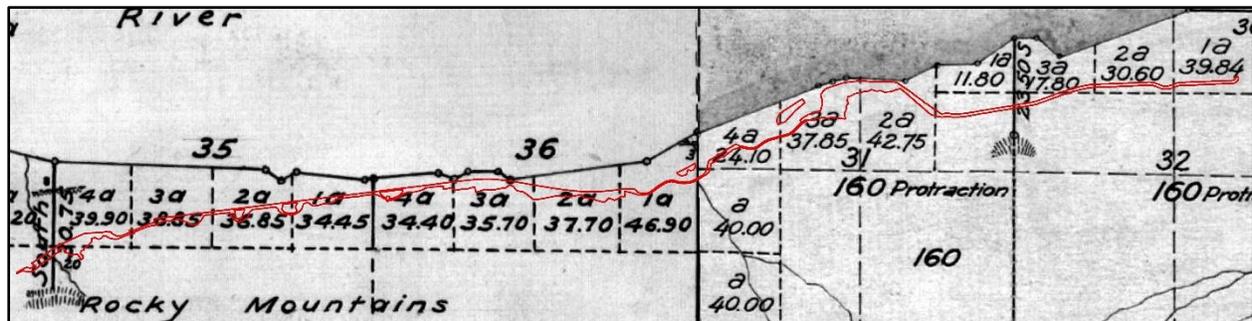


Figure 3.3. The project corridor (red) overlain on the 1860 GLO cadastral map for Township 3N Range 9E (Sections 34-36) and Range 10E (Sections 31 and 32), Willamette Meridian.

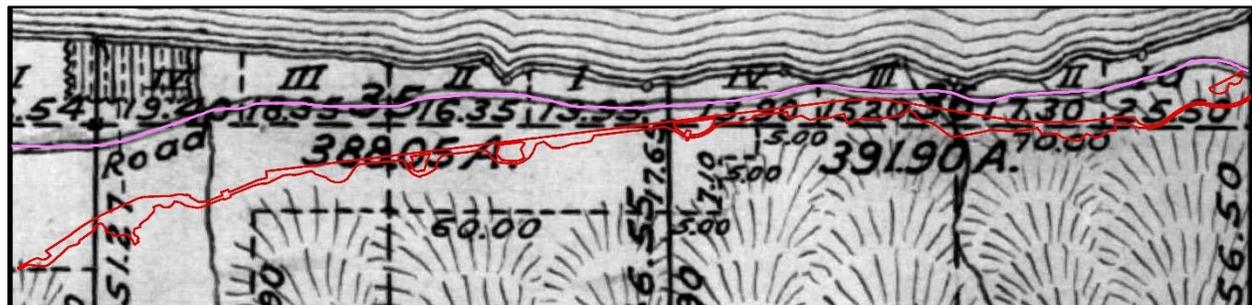


Figure 3.4. The project corridor (red) overlain on the 1881 GLO cadastral map for Township 3N Range 9E Sections 34, 35, and 36, with The Dalles to Sandy Wagon Road highlighted in pink.



Figure 3.5. The OLC mill and lumber yard at Viento ca. 1900 (photo courtesy of the Hood River History Museum).

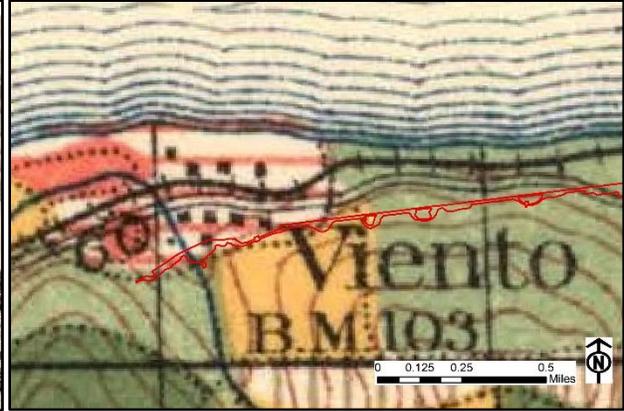


Figure 3.6. Structures mapped at Viento in 1901; red areas indicate cultivated lands and yellow indicate grazing lands (Langille 1903).

The area near Viento in the project APE was first patented by John Dunn and Wilbur Curran. Wilbur Curran, a farmer who immigrated to the Columbia Gorge from the American Midwest, and made a claim of 120 acres on November 28, 1900. He was married to Sarah L. Ballard and they had a daughter, Gladys Mae. Curran was appointed postmaster at Viento on August 22, 1907. Dunn passed away shortly after filing his land claim; the land was subsequently acquired in 1891 by James M. Chitty, a neighboring claimant. Chitty, also a farmer by trade, eventually sold to Michael and Nancy Ostergard in 1909; the Ostergards farmed the now-inundated bottomlands along the river and ran a small dairy. In 1930 the Ostergards sold property to William and Anna Huard, who operated a store and rental cabins they called Happy Dell Ranch (Speulda 1995). The property adjacent to the Chitty/Ostergard parcel was purchased by J. (Joseph) O. and Theresa Jones in 1920 (Figure 3.7). The Jones family built Viento Park, which also provided rental homes and a gas station serving travelers on the new Columbia River Highway. J. O. Jones served as the Viento State Park caretaker beginning in 1925 (Hadlow et al. 2009:24).

During the 1920s, the small community of Viento supported several families, offered recreational cabins, and an elementary school (Speulda 1995). Several of the Jones children lived in their father's rental cabins in the 1930s, and son Jack also ran a fox farm prior to World War II in the area south of the highway. The remains of animal pens (the Viento Animal Pens), possibly those built by Jack Jones for his fox farm prior to WWII, were identified by Connolly (2005) and again by Connolly and Knowles (2011) (Figure 3.7). The community of Viento was removed in the 1950s when Interstate 84 was constructed.

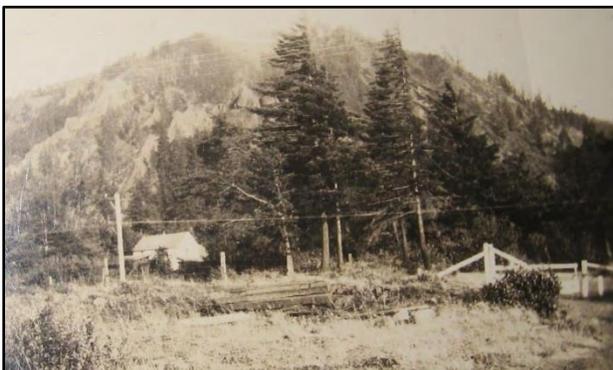


Figure 3.7. Jones property at Viento (Hadlow 2009: Figure 3.18).



Figure 3.8. 1931 Metsker's map for Township 3N Range 9E.

Archival records indicate little to no development occurred in the middle portion of the HCRH Segments E & F project APE. Land in the OPRD-managed Wygant State Natural Area was donated in part by Simeon Reed Winch, his wife Olivia, and his mother Nellie to honor Winch’s grandparents, Theodore and Margaret Wygant. Thomas Wygant was an Oregon Trail pioneer originally from New York. An eight-mile hiking trail bearing his name diverges from the HCRH near Mitchell Point and continues to Mt. Defiance.

The tract of land just west of Mitchell Point was originally homesteaded by Conrad Repp, who was born in Steinburg, Germany on May 5, 1859. He arrived in the United States in 1881 and became a naturalized citizen in 1892. Repp, a fruit grower by trade, acquired 144 acres west of Mitchell Point in 1892 (Figure 3.9). Little is known of his life in Oregon, but he died on December 27, 1927, and is buried at Idlewilde Cemetery in Hood River.

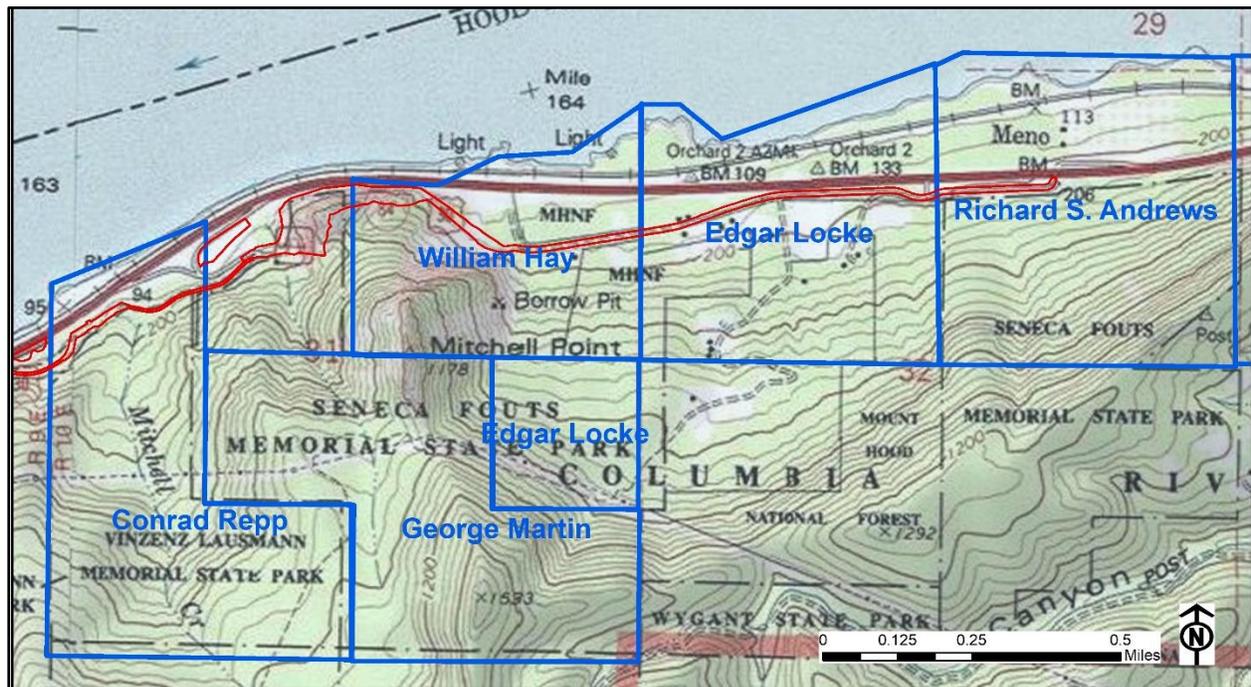


Figure 3.9. General Land Office (GLO) land patents in the eastern portion of the project APE.

Charles and Helena Parker, a wealthy Canadian couple who also owned homes on the Hudson River in New York State and on the Great Lakes in the Midwest, purchased 200 acres of land at the western base of Mitchell Point in 1910 (*Hood River Glacier*, August 26, 1915). They referred to the place as “Little Boy Ranch.” In 1911, the Parkers began construction on a large summer home (*Hood River Glacier*, September 28, 1911). The house at Little Boy Ranch was the largest residence in Oregon constructed of native logs, and the first home built on the HCRH (*The Sunday Oregonian*, November 6, 1921). The house reportedly resembled Timberline Lodge on Mt. Hood, with a staircase composed of 12-inch split logs, a cobblestone foyer, and a kitchen and dining room with glass French doors (Figure 3.10). The living room encompassed the entire main floor with two huge fireplaces flanking either side of the building. Outside, a glass veranda ran along the north span of the home (Figure 3.11). Little Boy Ranch was terraced and planted by C. Claude Thompson, and Freeman Mason of the Oregon Agricultural College at Corvallis (*Hood River Glacier*, June 19, 1913).

Picturesque Homes Will Be Built Along The Columbia Highway



ON THE COLUMBIA HIGHWAY



INTERIOR VIEW OF PARKER HOME

Figure 3.10. Images of the Parker home at Little Boy Ranch featured in the *Hood River Glacier*, Thursday, April 15, 1915.



Figure 3.11. The Parker home with glass veranda and terraced landscaping completed (photo: History Museum of Hood River County).



Figure 3.12. Historic photo of the planned route of the HCRH west of Mitchell Point through the Little Boy Ranch Property and across the north face of Mitchell Point; The Dalles-Sandy Wagon Road went through the gap south of Mitchell Point (Elliot 1914: Figure 2).

The Dalles to Sandy Wagon Road was located behind the home, and the HCRH would eventually be built in front of it. Before the HCRH was finished, Mr. Parker routinely assisted stranded motorists. Cars ascending the steep incline of the wagon road often stalled because early vehicles relied on gravity to feed fuel to the carburetor. Mr. Parker, who had permitted a garage to place an auxiliary gas station on his property, would regularly fill the tanks of passing automobiles so there was enough fuel to reach the carburetor (*Hood River Glacier*, August 26, 1915).

Highway engineer J.A. Elliot (1914) captured details of the Little Boy Ranch property in a photograph depicting the planned route of the HCRH at its western approach to Mitchell Point. Several outbuildings that appear to represent livestock pens are visible in the foreground, and another building is located south of the Parker home (Figure 3.12)

A rail stop was established along the OR&N line near the home, primarily to provide access to the Parkers' summer home (Figure 3.13). It was given the name "Sonny," which was a nickname of Helena Parker (McArthur and McArthur 2003:896). The tract of land at Sonny came to be owned by Anton A. Lausmann, a first generation American raised in Chicago, and his business partners who held the property under the name Mitchell Point Land Company. Helena Parker sold Little Boy Ranch in 1921 after her husband passed away (Hadlow and Peitz 2009), but the property does not appear to have been purchased by the Lausmann consortium at that time. Anton Lausmann moved west in 1907 at the age of 17 to pursue work at the Stanley-Smith Lumber Company in Hood River (Webber 1976:41). His younger brothers—Josef and Robert—eventually followed him to Oregon. In 1916 Anton married a local school teacher from Hood River by the name of Grace Ellen Stewart who was raised on a local orchard.



Figure 3.13. View east toward Mitchell Point and the OR&N line from the Sonny rail stop ca. 1916 (reprinted from Williams 1916:107).

The Mitchell Point Lumber Company, in which Lausmann became a stakeholder in 1911, constructed the Newby Mill south of the Sonny rail station in 1913 (*Hood River Glacier*, June 21, 1917). Lausmann recalls “We also had a railroad siding where I had corrals built to hold large herds of sheep or cattle. This was at the railroad’s Sonny Siding, the O.W.R. & N.’s name for the switch. We regularly used Sonny Siding for shipments of lumber from Mitchell Point Lumber Company” (Webber 1976:81). These corrals may be the structure present next to the railroad tracks on Elliot’s (1914) photograph.

The HCRH was first opened to automobile traffic at Sonny on Friday, June 4, 1920 (*Hood River Glacier*, June 10, 1920). When the HCRH was constructed, the Mitchell Point Land Company donated the right of way to the Oregon State Highway Department for the highway and tunnel (Webber 1976:95). In 1926, along with his brothers Joseph and Robert, and majority stakeholder J. M. Culbertson, Anton Lausmann formed the Sonny Land Company. The company purchased various local parcels, eventually accumulating over 800 acres in and around Mitchell Point.

The property at Little Boy Ranch was purchased in 1935 by Elsie “Babe” Tenney, who left her husband William in Oklahoma and relocated to Oregon from Oklahoma with her two sons, Joe Bill and Jack. Babe Tenney opened a roadhouse on the property that also included a service station, a sandwich shop, and a “tourist court” (Figure 3.14). Large social gatherings were held at the house, attracting visitors from Portland and the Columbia Gorge. In an oral history project conducted by Hadlow et al. (2009:34), Babe’s grandson Michael Tenney recounts stories about his grandmother distilling liquor while running the roadhouse. Babe and her husband William, who had presumably joined her in Oregon, were once arrested in 1937 for serving distilled spirits without a liquor license (*Bonneville Dam Chronicle*, December 24, 1937). Both the tourist court run by the Tenneys and the community at Sonny are visible on historic aerial photos from 1939 (Figure 3.15).

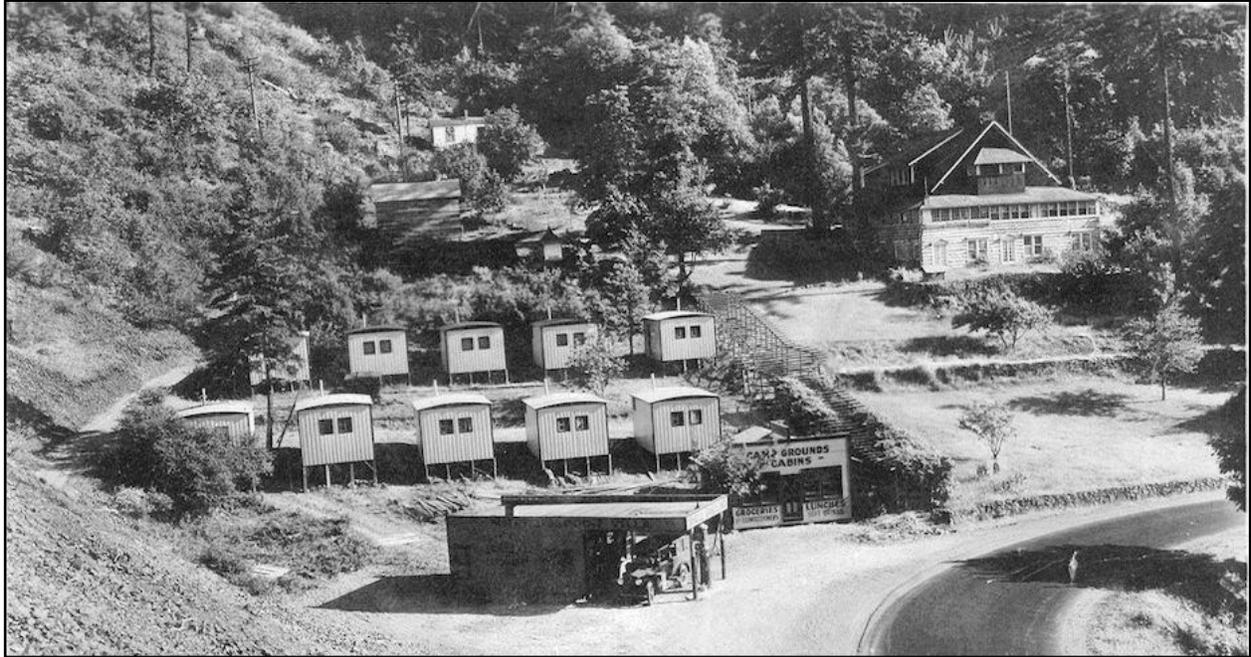


Figure 3.14. Elsie “Babe” Tenney’s roadhouse, tourist court, gas station, and sandwich shop at Mitchell Point ca. 1930s (photo: History Museum of Hood River County).

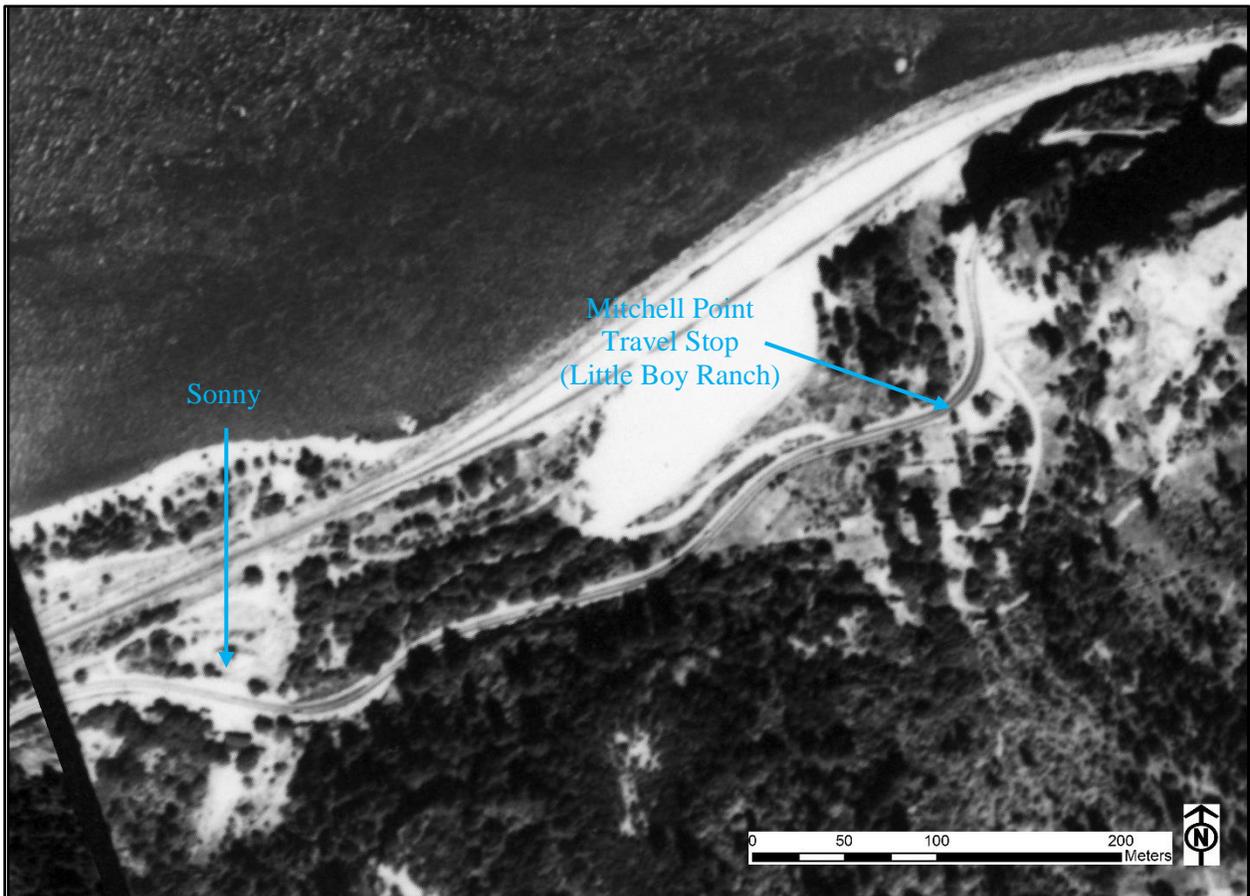


Figure 3.15. Sonny and the Mitchell Point travel stop on 1939 aerial imagery.

Babe Tenney died in 1944 while both her sons served in the South Pacific during World War II. The property was sold; the service station became a Shell, and a four-unit motel was added to the tourist court below the house and west of the sandwich shop (Figure 3.16). The Mitchell Point Tour Inn was dismantled when the new water-level highway (I-80, then I-84) was constructed. No buildings are visible at Mitchell Point or Sonny in 1958 aerial photos.



Figure 3.16. The Mitchell Point Tour Inn with Shell service station that operated into the 1950s (photo: History Museum of Hood River County).

At some point, the Lausmanns purchased this property, as well. Most of the Lausmann lands were later forfeited to Hood River County for non-payment of taxes, but the family retained 160 acres at Mitchell Point (Webber 1976:94). The property was donated to the Columbia River Gorge Commission on December 28, 1954 by Anton and his brother and business partner Josef (Armstrong 1965; Merriam and Talbot 1992). The Gorge Commission bequeathed the park to the State of Oregon on August 14, 1961. The Vinzenz Lausmann Memorial State Natural Area honors their parents, Vinzenz (b. 1861) and Anna (b. 1869), who immigrated to the United States from what is now the Czech Republic with Anton, age 3, and Josef, 4 months in 1893 (Ancestry.com 2011; Armstrong 1965:216). A memorial plaque dedicated to the Lausmanns is located within Seneca Fouts Memorial State Natural Area.

The Mitchell Point Tunnel was designed by John Arthur Elliot and hailed by the public as an engineering marvel. Here, the HCRH passed through the large basaltic headland of Little Mitchell Point rather than climbing over the saddle above it as The Dalles-Sandy Wagon Road route had (Figure 3.17). The Mitchell Point Tunnel was modeled after a tunnel on the *Axenstrasse* overlooking Lake Lucerne in Switzerland. The tunnel featured five large daylighting windows that afforded motorists spectacular views of the Gorge (Figure 3.18). The old road was steep and treacherous; residents were eager to see the completion of the tunnel. Kenneth M. Abraham (n.d.), a child at the time of the HCRH construction, recalls his father joining a large group of men from Hood River as they labored with pick axes and iron spikes “to open a peep hole thru the remaining solid rock.” The tunnel was opened to vehicle traffic in 1915, but ultimately destroyed to make way for the water-level interstate highway below the HCRH.

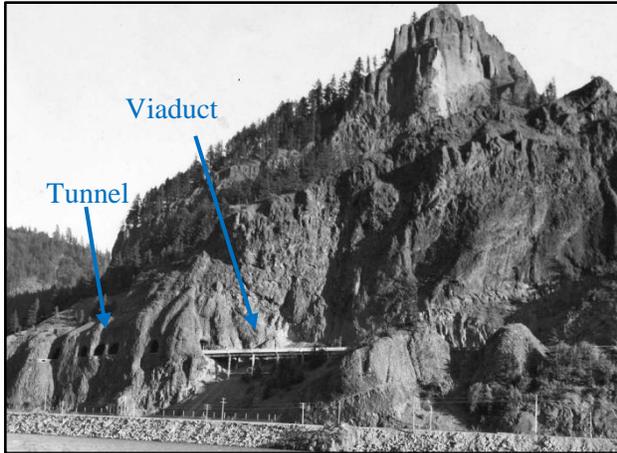


Figure 3.17. The Mitchell Point Tunnel and Viaduct as viewed from the Columbia River (photo: History Museum of Hood River County).

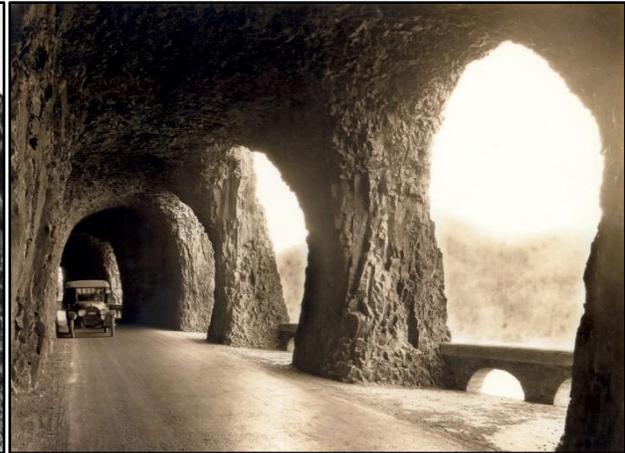


Figure 3.18. Daylighting windows and natural basalt columns in the Mitchell Point Tunnel (photo: History Museum of Hood River County).

On the east side of Mitchell Point, early settlers included William A. Hay, Edgar Locke, and Richard Andrews. Hay and Andrews did not remain in the area for long, but the Locke family who filed a land patent in 1884 owned the land in the project corridor throughout the 20th century. Edgar Locke and his wife Nellie Hawkins purchased over 300 acres on the south shore of the Columbia (Figure 3.19). The Lockes built a foursquare house in 1908 south of the HCRH with a view north to the Columbia River (Figure 3.20), and planted an orchard in the northern portion of their property. Edgar and Nellie's daughter Margaret, who traveled to Oregon as a toddler, married Wilbur "Dick" H. Galligan in her twenties, and the couple resided on the north shore of the Columbia, directly across from her parents' property (Hadlow et al. 2009:38). When Edgar passed away in 1929, Margaret and Dick moved into her childhood home. Wilbur maintained the fruit orchard along the Columbia River. Their son Meredith, born in 1910, also went on to operate the farm on the family property as an adult. In the 1950s, the Oregon State Highway Department purchased the orchard for the construction of the interstate freeway. A gravel pit located at the eastern base of Mitchell Point was also sold to the Highway Department at that time. Meredith's own son, Ray, moved back to the family farm with his wife and children in 1966. He and his wife lived on the property until a few years ago, when it was sold to a family from California.

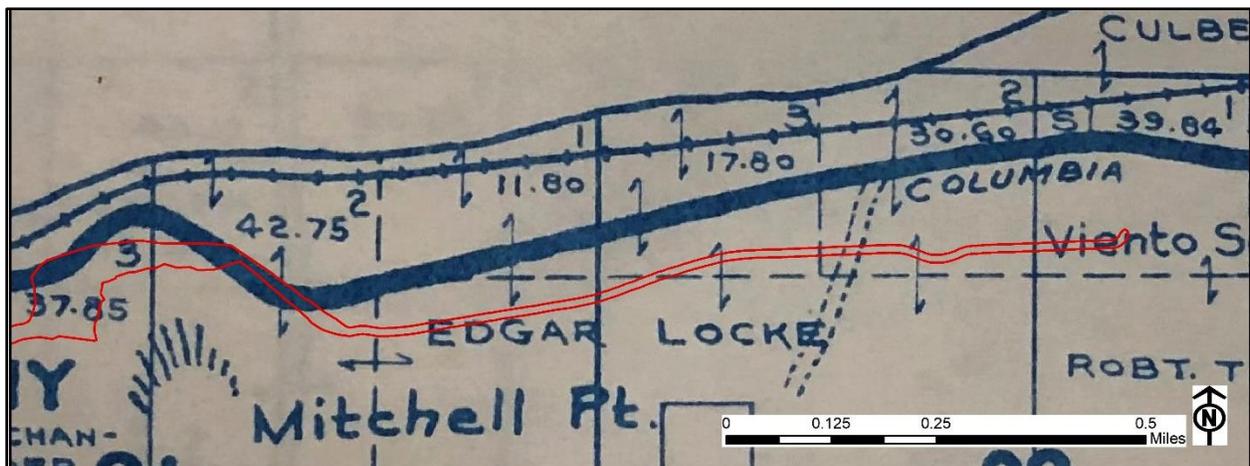


Figure 3.19. 1931 Metsker's map for Township 3N Range 9E depicting project APE in relation to the Locke/Galligan property east of Mitchell Point.



Figure 3.20. View southeast to the Locke/Galligan house, north of the HCRH corridor east of Mitchell Point.

Previous Cultural Resource Investigations in the Project Vicinity

Multiple cultural reconnaissance surveys have been conducted in the project corridor. Three surveys have been conducted for the HCRH within the current project footprint (Connolly 2005; Connolly and Knowles 2011; Oetting and Toepel 2000). Previous projects also include inventories in the I-84 corridor (Cabebe and Connolly 2006; Ellis and Donovan 2000; Gilmour et al. 2015), near the Bonneville Dam Reservoir (Beckham and Baxter 1988), and within State Parks – specifically Viento State Park (Connolly 2005; Smits and Allen 2006; Speulda 1995; Tasa et al. 2007), Vinzenz Lausmann Memorial State Natural Area (Tasa et al. 2007) and Seneca Fouts State Natural Area (Nelson 2010; Tasa et al. 2007). These surveys have identified a number of cultural resources in or near the current project APE (Figures 3.21-3.25).

Archaeological Investigations Northwest Inc. surveyed the I-84 highway right-of-way in advance of improvements to bridges, culverts, and guardrails between Cascade Locks and Hood River (Ellis and Donovan 2000). No archaeological resources were observed except for the HCRH itself. Cabebe and Connolly (2006) surveyed the I-84 corridor from MP 17.68 to 82.08 but reported no cultural resources. A survey and subsurface probing near the I-84 bridge over the Viento Interchange also produced negative findings (Edwards and Long 2006).

Heritage Research Associates, Inc. has conducted two surveys in the current project vicinity. Beckham and Baxter (1988) surveyed 750 acres in 14 tracts within the Bonneville Dam Reservoir. The project included a 500-m survey of beach below Mitchell Point. No cultural materials were observed. Oetting and Toepel (2000) conducted a survey for the Starvation Creek to Viento section of the HCRH but reported no historic or archaeological resources.

Tasa et al. (2007) surveyed 44 parks in Management Area 2 (northern Willamette Valley and Columbia Gorge) for the Oregon Parks and Recreation Department. Their surveys included some HCRH State Trail corridor segments within state park boundaries, including segments closed to vehicle traffic. Site 35HR95, a complex of retaining walls, foundation pits with dry-staked rock walls, and historic domestic artifacts, was recorded during survey of Vinzenz Lausmann Memorial State Natural Area. A historic homestead/travel lodge, site 35HR134, was also recorded in Seneca Fouts Memorial State Natural Area. Both sites are located west of Mitchell Point within the current project APE. During the survey of Viento State Park, Tasa et al. (2007) recorded site 35HR98, a dump of historic materials dating to the

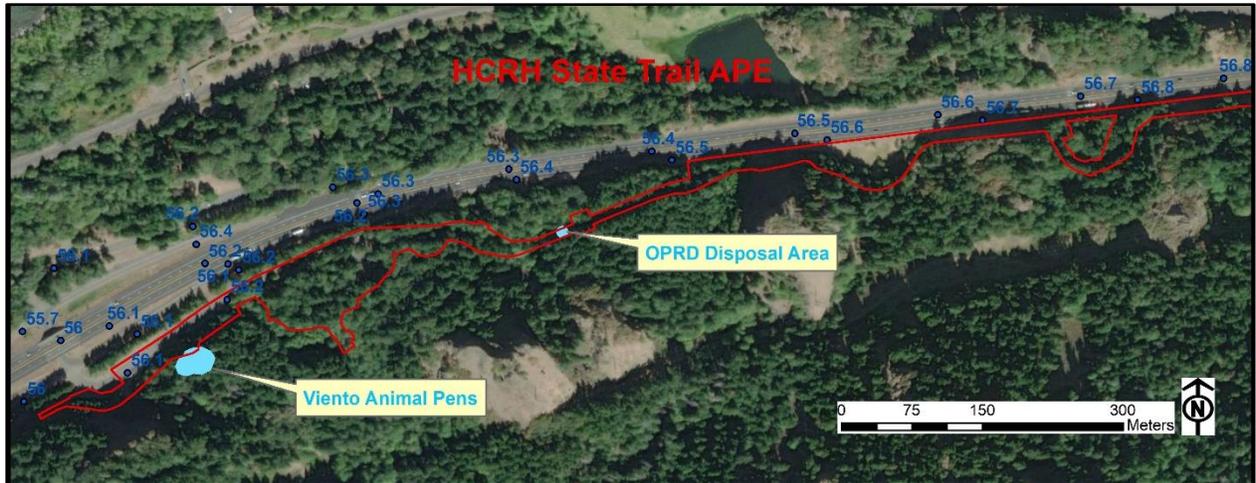


Figure 3.21. Cultural resources in the project corridor, I-84 MP 56.0-56.8.



Figure 3.22. Cultural resources in the project corridor, I-84 MP 56.8-57.7.

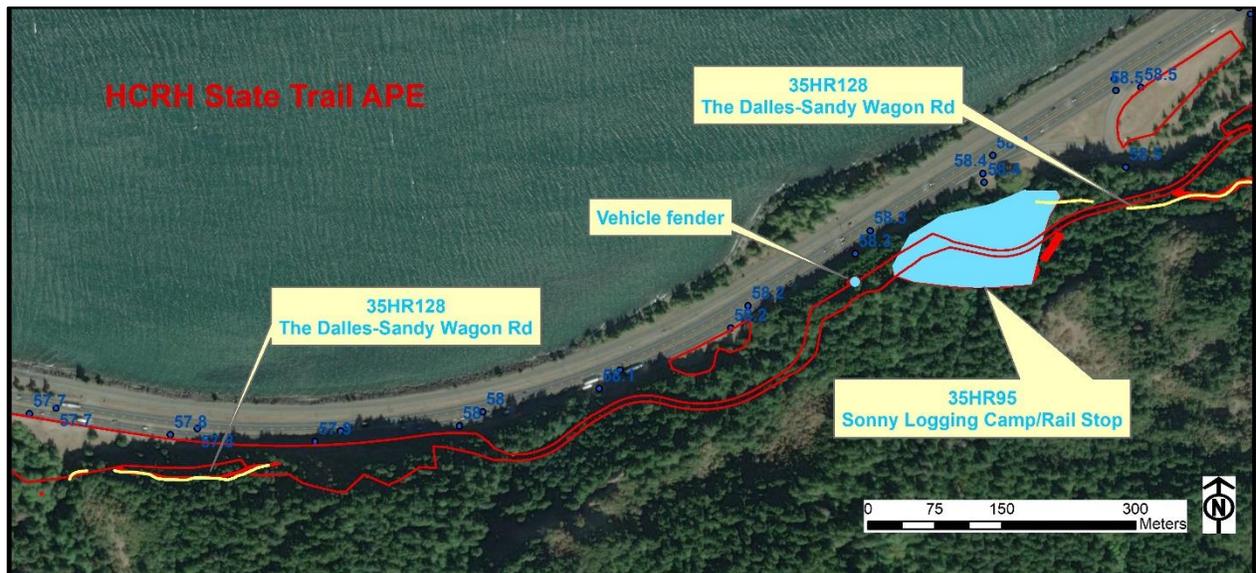


Figure 3.23. Cultural resources in the project corridor, I-84 MP 57.7-58.5.



Figure 3.24. Cultural resources in the project corridor, I-84 MP 57.5-59.5.



Figure 3.25. Cultural resources in the project corridor, I-84 MP 59.5-60.0.

early 20th century, and noted the presence of a modern trash scatter. Artifacts at site 35HR98 included about 1,000 cans, dozens of fragments of white improved earthenware ceramics dating to the 1940s and 1950s, bottles, and car parts (1941 Plymouth). This site is located to the south of the current project area.

Two sites have been identified north of the current project area in Viento State Park. Speulda (1995) conducted a cultural resources investigation, which included pedestrian survey and subsurface shovel probes. One historical archaeological site, 35HR66, was identified during the survey and is located north of the current project area. Site 35HR66 is the remnant of a railroad workers' housing complex known as Viento. The town of Viento was originally associated with the construction of the Oregon Railroad and Navigation Company line through the gorge. Viento was occupied for many decades, and the archaeological deposits appear to date from the 1880s through the 1960s. Recovered artifacts included over 200 food cans, milk tins, pocket tobacco tins, glass containers, table wares, automobile parts, bedsprings, oil cans, paint cans, oven parts, brick fragments, burned bone, window glass, burned structural lumber, and a metal washtub among others. Site 35HR92, a historic refuse scatter, was identified during a survey related to the installation of a new water tank in Viento State Park (Smits and Allen 1994).

Connolly (2005) identified the remains of historic animal pens in Viento State Park just south of the amended HCRH APE. He suggested they may be associated with the pre-World War II fox farm owned by Jack Jones (see Speulda 1995) located west of the current project area. This site is within the scope of work of the current project.

Gilmour et al. (2015) surveyed along the I-84 corridor for the Bonneville Power Administration's Bonneville-Hood River Rebuild Project. In the current project area, the transmission line survey transects parallel the HCRH corridor to the south from Viento State Park to Mitchell Point. They identified several post-contact historic resources near the current project area including an abandoned segment of the Mt. Defiance Trail (35HR151), historic sites 35HR149 and 35HR150, and four isolates. Site 35HR149 was recorded in Viento State Park and includes two features: an improved spring constructed of concrete cinder blocks and a graded road to the spring. Associated artifacts consisted of a rubber hose fragment, a tractor hood, and two fallen wooden posts. Gilmour et al. (2015) found the site to be ineligible for the NRHP. Site 35HR150, a historic refuse scatter, lies west of the current project area. Only a few historic artifacts (pre-1950) were found among a larger assemblage of modern debris, leading the archaeologists to conclude the site was not eligible for the National Register. The surveyors also recorded site 35HR154, a historic homestead and orchard, south of the current project area. Three identified isolates included two springboard-cut tree stumps, a metal tank, and a plate fragment and milk glass marble. The Viento Animal Pens were relocated and referred to in the report as Site E, but the site was not formally recorded.

Nelson (2010) surveyed a portion of Seneca Fouts State Natural Area and identified site 35HR117, an abandoned Pacific Power & Light Co. transmission corridor, on the east side of Mitchell Point. The site likely represents a 6.6kV line noted on a 1940 Bonneville Power Administration map that was in use from ca. 1927-1944. It has been evaluated as not eligible for listing on the NRHP.

A systematic survey of the Viento to Hood River (ca (MP 55.95-61.4) segments of the HCRH State Trail conducted by Connolly and Knowles (2011) relocated the three sites (Viento Animal Pens, 35HR95, and 35HR134) in the current project area along with segments of the The Dalles to Sandy Historic Wagon Road (35HR128), an OPRD disposal yard, a CCC-era stone monument (35HR133), and an isolated vehicle fender. The disposal yard recorded by Connolly and Knowles (2011) is the same modern trash scatter that Tasa et al. (2007) noted in their survey of the Area 2 State Parks.

Identified sites along the current project corridor include those relating to transportation, including the HCRH and associated features, and segments of The Dalles-Sandy Historic Wagon Road (35HR128). An evaluation of the wagon road recommended that surviving grade segments represent a significant and National Register-eligible cultural resources (Connolly et al. 2013). Sites and isolates directly associated with the transportation features include the Sonny logging camp/rail stop (35HR95) and the Mitchell Travel Lodge (35HR134). The Viento Animal Pens may be associated with a fox farm located west of the current project area. All previously recorded sites and isolates date to the post-contact period; no pre-contact resources were identified.

Exploratory Survey

Exploratory survey for the HCRH State Trail Reconnection Project Segments E & F included pedestrian survey of the expanded APE from Viento State Park to the I-84 Undercrossing (Figure 4.1). The expanded APE reflects additions to the project corridor since the original HCRH survey was conducted by Connolly and Knowles (2011), as well as the addition of five parcels (Mitigation Areas 1-5) anticipating mitigation efforts to remove invasive ivy and restore oak woodland habitat (Table 4.1).

Table 4.1. Vegetation mitigation parcels in the HCRH Segments E & F project area.

Site	Name	Planned Mitigation Efforts	Acres
1	Perham Creek	Possible oak site	1.43
2	Sonny Site	Invasive ivy removal	1.35
3	Mitchell Point Roadhouse (West)	Invasive removal/riparian restoration	3.05
4	Mitchell Point (East) ODOT Property	Oak woodland restoration	5.26
5	Mitchell Point (East) USFS Property	Oak woodland restoration	17.32

The project is entirely within the CRGNSA and is subject to the oversight of the CRGNSA Commission. The CRGNSA Management Plan classifies public transportation and recreation facilities as “large-scale uses,” and requires subsurface exploratory probing to supplement pedestrian survey where appropriate. The current investigation addresses this requirement for the Viento State Park to the I-84 Undercrossing trail segment. The initial survey (Connolly and Knowles 2011) was conceived as a planning document, aimed partially at identifying appropriate areas for conducting exploratory probing.

Exploratory subsurface probing accompanied pedestrian survey in Mitigation Area 3 (The Mitchell Point Overlook) and Mitigation Area 5 (Mitchell Point East - USFS). Mitigation Areas 1 and 4 were excluded from subsurface exploration because these parcels were deemed less likely to yield buried cultural materials; Mitigation Area 1 is largely in the filled road prism of Interstate 84 and Mitigation Area 4 has been extensively disturbed by previous quarrying activities. Mitigation Area 2 largely corresponds with the footprint of Site 35HR95 and is therefore discussed in the site testing and evaluation section in Chapter 5. Mitigation Area 3 has since been removed from consideration for ivy removal, but the results of the pedestrian survey and subsurface reconnaissance in Mitigation Area 3 are presented in this report regardless.

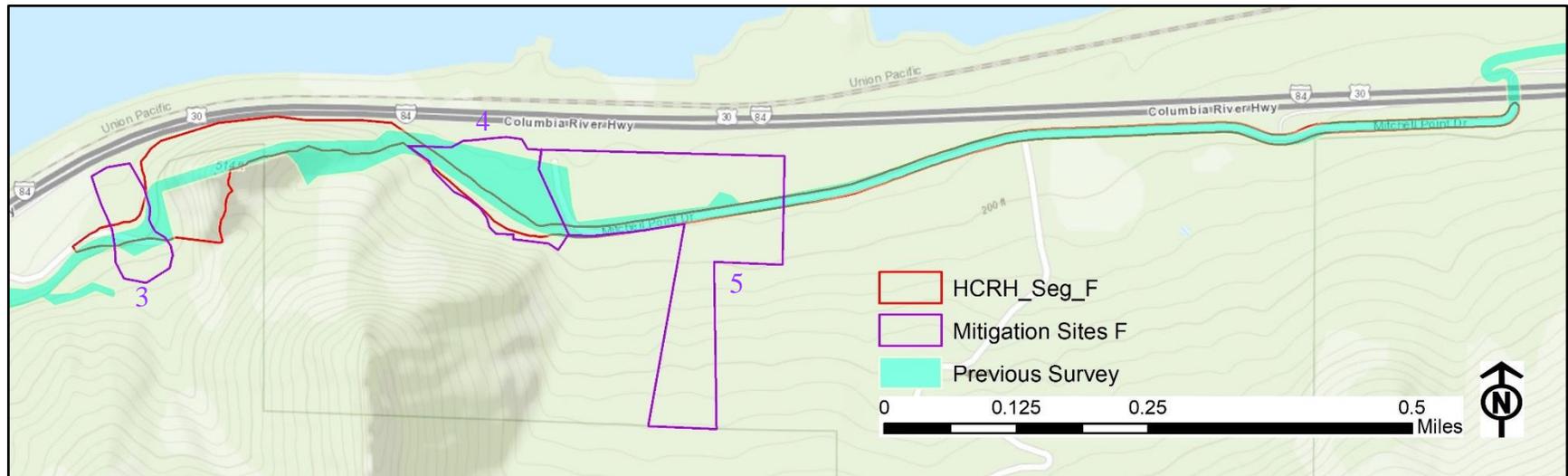
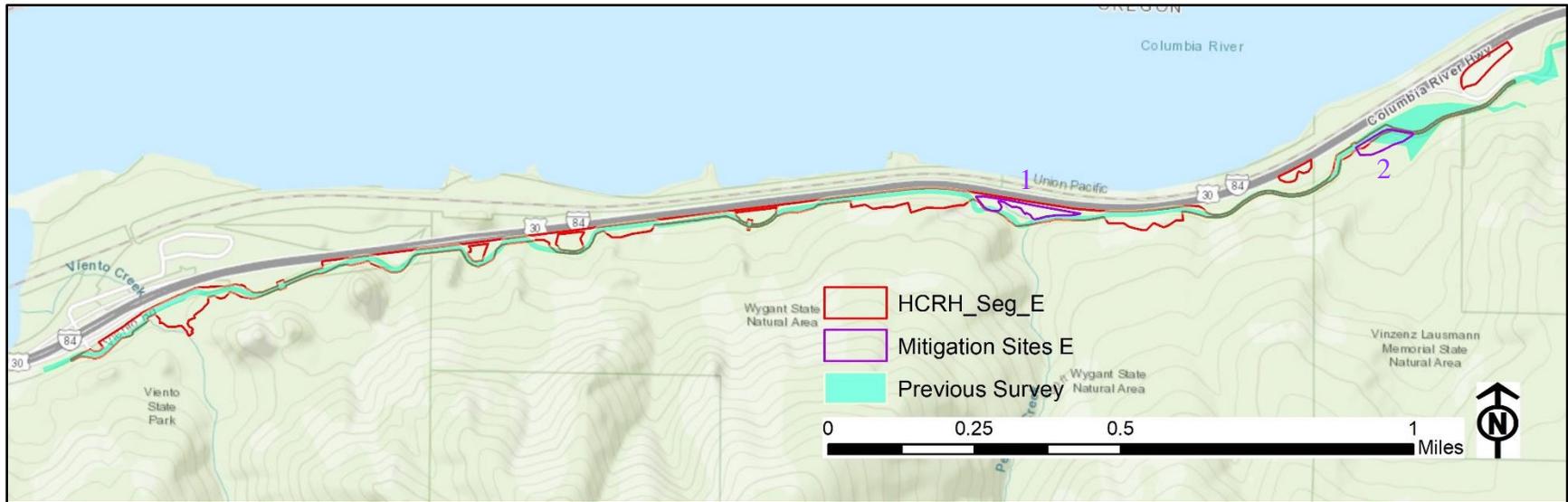


Figure 4.1. HCRH Segment E (top) and F (bottom): Project corridor showing current APE (red), mitigation parcels (purple), and Connolly and Knowles (2011) survey (teal).

Expectations

All cultural sites and isolates identified to date along the project corridor are post-contact in age. The preponderance of the corridor has been modified by the development of transportation systems (The Dalles to Sandy Wagon Road, US 30 [the HCRH], I-84, local service roads and grades, and numerous generations of railroads) and quarrying activities, and is situated on relatively steep terrain in areas subject to frequent landslide activity. In general, the probability of identifying prehistoric cultural sites in the project corridor is low, but exploratory probing was conducted in all corridor segments where there is a possibility of encountering buried cultural resources.

Pedestrian Survey of the Expanded APE

Pedestrian survey of the project corridor was conducted by Jaime Kennedy, Megan Culbertson, Trina Delgado, Rick Jensen, Julia Knowles, Jon Krier, Julien Royer, Damion Sailors, and Kevin Wright between September 2018 and January 2019 (September 28, 2018; October 29-31, 2018; November 1-2; 2018; December 4, 2018; January 28-29, 2019). The current project required survey of 39.9 acres. This acreage is in addition to the HCRH alignment previously surveyed by Connolly and Knowles (2011). The project area includes steep slopes and sheer rockfaces in various locations; 4.37 acres in four individual spots (approximately 11% of the APE) were not surveyed due to inaccessibility and steep terrain (Figures 4.2-4.4). Most of the unsurveyed area (3.7 acres) was located at the cliff face of Mitchell Point.



Figure 4.2. HCRH Segments E & F APE with unsurveyed areas noted as grey shading.



Figure 4.3. View east of an inaccessible cliff face south of the HCRH near MP 56.7.



Figure 4.4. View west from the remnant Mitchell Point Tunnel grade.

Survey consisted of transects spaced at a maximum of 20 m spacing, but transects were generally spaced at 10 m intervals depending on the terrain and vegetation cover. Surface visibility ranged from poor to good (0-100%) depending on the degree of groundcover present. All open areas with good ground visibility and exposure were closely examined. Special attention was given to areas with increased potential for cultural material as evidenced by historic research, and areas with good visibility such as ditch embankments and rodent burrows. All cultural materials visible on the surface were recorded and photographed.

Observed vegetation in the project area included Douglas fir, big leaf maple, vine maple, cedar, , oak, pine, blackberry, Oregon grape, snowberry, Scot’s broom, poison oak, strawberry, ferns, and various forbs and grasses (Figures 4.5 and 4.6). Additionally, cultivated orchard trees (Figure 4.7) and non-native ornamentals including English ivy, periwinkle, roses, and lilacs were observed near sites with historic cultural resources. Oak woodlands were more prevalent in higher elevations (Figure 4.8) and pines were only observed in Segment F.



Figure 4.5. Vegetation in the western end of Segment E in Viento State Park (view south).



Figure 4.6. Vegetation near Mitchell Point in Segment F (view east).



Figure 4.7. Remnant hazelnut grove in Mitigation Area 5 in Segment F (view south).



Figure 4.8. Oak woodlands on bluff south of I-84 at ca. MP 57.5 (view north).

Evidence of past disturbance along the survey corridor includes I-84 and associated road cuts, state park infrastructure (parking lots, roads, campgrounds, trails, buildings, etc.), driveways, road grades, irrigation and drainage channels, buried utilities, railroad grades, and logged tree stumps.

Modern refuse including bottles, cans, food wrappers, automobile parts, automobile-related products, personal items, etc., were present in the interstate right-of-way and in developed portions of the state parks. Newly discovered cultural resources included one historic site and 19 historic isolates (Figure 4.9 and Table 4.2). The historic site is a domestic refuse scatter. The previously recorded historic sites and isolates were revisited and their locations confirmed. All newly documented cultural resources identified in this study were discovered during the pedestrian survey and are reported here from west to east.

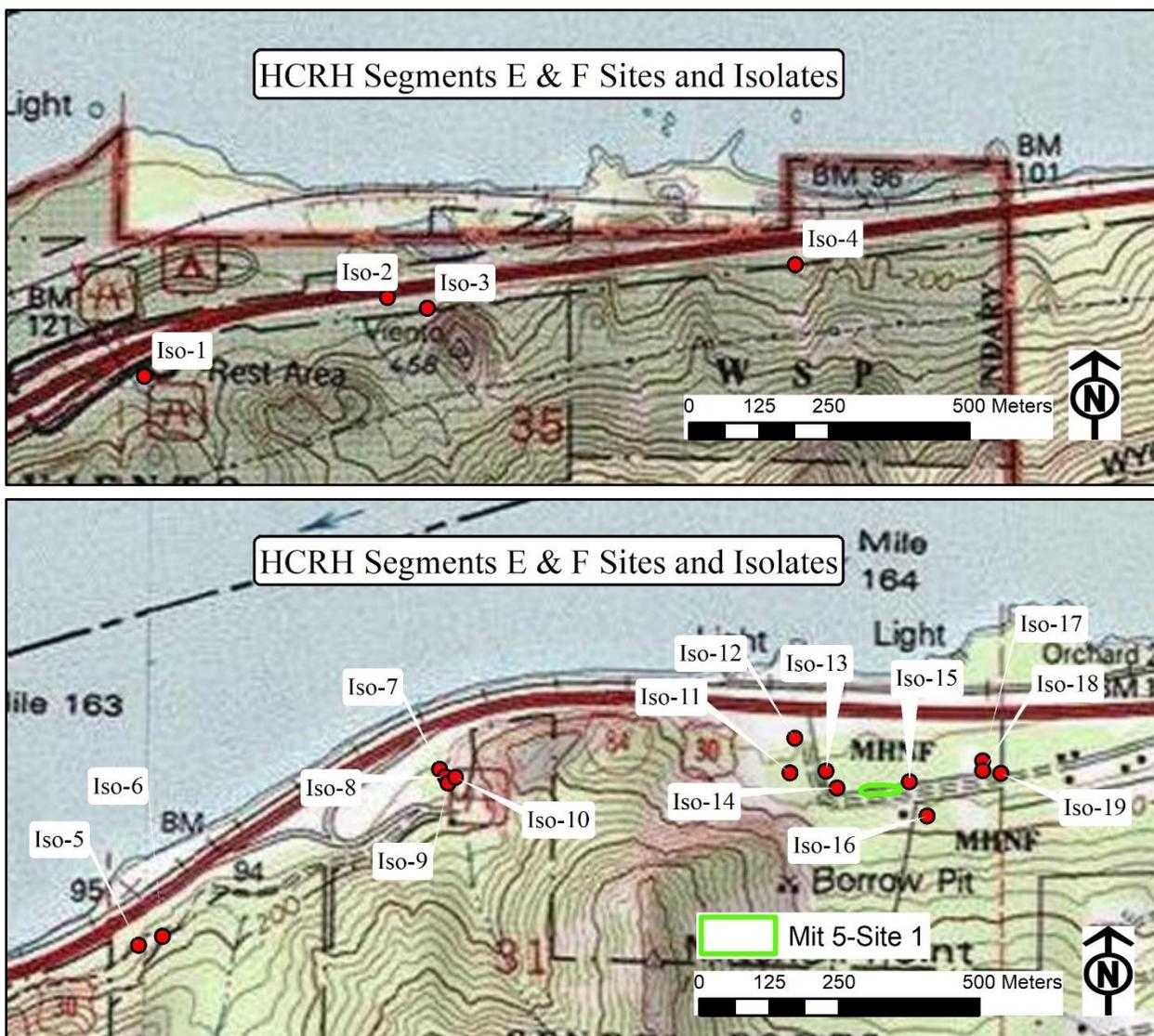


Figure 4.9. Location of newly recorded sites (n=1) and isolates (n=19) along the western portion of the project corridor (above) and eastern portion of the project corridor (below).

Table 4.2. Newly recorded cultural materials along the HCRH Segments E & F project corridor; 19 historic isolates and 1 historic site (all UTMs datum NAD 83).

Resource No.	Description	Easting	Northing
HCRH-E&F-			
Iso-1	1951-1953 1-qt Mobil oil can	603732	5061173
Iso-2	Amber glass alcohol bottle	604162	5061327
Iso-3	Mayflower Milk colorless bottle, Duraglas Owens Illinois	604234	5061310
Iso-4	Quilted colorless glass alcohol pint bottle	604888	5061408
Iso-5	Square can with soldered joints	606944	5061686
Iso-6	Tea kettle	606986	5061704
Iso-7	Hole in top can fragment	607472	5062017
Iso-8	Wagon wheel tire	607483	5062004
Iso-9	Stove fragments, cast-iron frame, riveted sheet metal	607488	5061993
Iso-10	Barrel fragment	607501	5062004
Iso-11	Pull tab steel side aluminum top can	608098	5062030
Iso-12	Wire rope	608105	5062092
Iso-13	Duo-Therm Oil Burning heater	608162	5062035
Iso-14	Heidelberg beer aluminum top can/ cone top metal bottle	608183	5062005
Mit 5-Site 1	Historic refuse scatter	608256	5062001
Iso-15	Mexican Mustang linament bottle	608312	5062021
Iso-16	Tooled finish dark amber glass bottle	608345	5061961
Iso-17	Premium 2-gal motor oil can	608442	5062062
Iso-18	Dark aqua glass insulator "No. 20"	608442	5062045
Iso-19	License plate	608475	5062041

HCRH E&F-Iso-1 is an oil can identified in the Viento State Park South Campground beneath a large Douglas fir tree on the slope above campsite #C2 (Figure 4.10). The one-quart Mobil oil can features a label style dating to ca. 1951-53 (Miller and Sonewald 2001:94). The top of the can is embossed with “AA (W?)/SAE 20 20W/MOTOR OIL.” No other cultural materials were found near Iso-1.



Figure 4.10. HCRH E&F-Iso-1 top (left) and side (right) views.

HCRH E&F-Iso-2 is an amber glass alcohol bottle with a Fairmount Glass Company F-in-hexagon base mark in use from 1945 to 1960 (Toulouse 1971:201) and “FEDERAL LAW FORBIDS SALE OR REUSE OF THIS BOTTLE” around the shoulder, a mark mandated by law from 1935 to 1964 (Figure 4.11). It was found in Viento State Park east of the maintenance yard. No other cultural materials were identified nearby.



Figure 4.11. HCRH-E&F-Iso-2 bottle base (left) and back (right).

HCRH-E&F-Iso-3 is a colorless glass milk bottle with an applied color label (ACL) “Mayflower Milk/FRESH FROM THE FARM” and Owens-Illinois <O> and Duraglas base marks, with a possible year-code to the right of the <O> of 47 (Figure 4.12). The Mayflower Dairy was a part of the Dairy Cooperative Association formed in 1929. The Association opened a milk receiving station in Hood River in 1942 and a bottling facility in Salem in 1945. In 1950, milk packaging was changed from glass to paper milk cartons (PdxHistory.com 2016). The bottle was found on the south of the HCRH in Viento State Park. No other cultural materials were present.



Figure 4.12. HCRH-E&F-Iso-3: Mayflower milk bottle base (left) and front label (right).

HCRH-E&F-Iso-4 is a colorless glass pint alcohol bottle with embossed quilted pattern (Figure 4.13). The rectangular bottle measures 8.5 inches tall x 3.5 x 2 inches. Flat surfaces are present on both long sides, presumably for paper labels. The cap is continuous thread screw-on. The base mark reads “D126/67 <G> 7/ DES PAT 92901/MADE IN USA” The shoulder mark reads “FEDERAL LAW FORBIDS SALE OR REUSE OF THIS BOTTLE,” a mark mandated by law from 1935 to 1964 (Glass Bottle Marks 2019). The Diamond-G logo is a mark of the General Glass Co., which operated independently in the 1930s until 1937, when it was absorbed by Anchor-Hocking. The 7 to the right of the logo is a date code, indicating a 1937 production year (Lockhart et al. 2019). The bottle was discovered on the north shoulder of the HCRH in Wygant SNA. No other cultural materials were visible within the vicinity of this isolated find.



Figure 4.13. Colorless glass alcohol pint bottle, HCRH-E&F-Iso-4.

HCRH-E&F-Iso-5 is a square can (13.5”x9”x9”) with a centrally located interior friction-fit cap and a heavy wire ring handle (Figure 4.14). It is possibly a kerosene or cooking oil can. The top and bottom of the can, as well as the handle attachment, are solder joints. The can was recorded north of the HCRH in Vinzenz Lausman Memorial SNA; no other materials were present.



Figure 4.14. HCRH-E&F-Iso-5, a square can.



Figure 4.15. HCRH-E&F-Iso-6, a tea kettle.

HCRH-E&F-Iso-6 is a cast iron tea kettle with a missing lid (Figure 4.15). The spout measures approximately 4” and the length of the kettle is ca. 14”. The tea kettle was recorded in Vinzenz Lausmann Memorial SNA west of Site 35HR95. No other associated cultural materials were present.

HCRH-E&F-Iso-7 is an incomplete fragment of a hole-in-top can found in a drainage in Mitigation Area 3 next to metal pipes of unknown age (Figure 4.16). No measurement of the can height was made due to its fragmentary nature. The can was recorded at the bottom of a hill north of Site 35HR134 in Seneca Fouts Memorial SNA.



Figure 4.16. HCRH-E&F-Iso-7 hole-in-top can fragment found in association with pipes of unknown age.

HCRH-E&F-Iso-8 is a steel or iron tire from a wagon wheel with band dimensions of 4” wide by ½” thick and overall outside diameter of 48” (Figure 4.17). A weld mark is visible at one point. The tire was recorded in Mitigation Area 3 in Seneca Fouts Memorial SNA. No other cultural materials were located within 10 m from this artifact.



Figure 4.17. HCRH-E&F-Iso-8 wagon wheel tire (left) and detail of weld mark on tire band (right).

HCRH-E&F-Iso-9 is the remnants of a stove with cast iron frame and a sheet metal skin with rivets (Figure 4.18). It was also found in Mitigation Area 3 but no other cultural materials were found within 10 m of the stove.



Figure 4.18. HCRH-E&F-Iso-9 stove remnants.



Figure 4.19. HCRH-E&F-Iso-10 barrel top (left) and side (right) views.

HCRH-E&F-Iso-10 is a partial metal barrel with dimensions of 13.5” in diameter and an incomplete length of 19” (Figure 4.19). Remnants of blue and yellow paint are visible, but no logos or lettering were discernable. The closure, centered in the remaining barrel end, is threaded hexagonal plug. The barrel was discovered on a western facing side slope of the draining running north-south through Mitigation Area 3. No other historic materials were found near the barrel.

HCRH-E&F-Iso-11 is a steel-sided aluminum-top pull tab beverage can fragment (Figure 4.20). This type of can had a short production period in the early 1960s, until all-aluminum cans replaced them. The can was found in the western portion of Mitigation Area 4 in the Mount Hood National Forest. No other cultural materials were observed on the surface near the can.



Figure 4.20. HCRH E&F Isolate 11.



Figure 4.21. HCRH-E&F-Iso-12.

HCRH-E&F-Iso-12 is section of heavy wire rope 1” in diameter; coiled and partially buried with ca. 15” exposed (Figure 4.21). It is likely logging cable. The isolated find was recorded along the northern boundary of Mitigation Area 4 south of the HCRH on a flat surface north of a quarry pit in the Mount Hood National Forest.

HCRH-E&F-Iso-13 is remnants of a Duo-Therm Oil Burning heater (Figure 4.22). Duo-Therm was a division of the Motor Wheel Corporation and was producing oil burning heaters as early as 1936 (Motor Wheel Corp, Duo-Therm Division 1936). Some of these heaters may still be in use today (bobistheoilguy.com 2017). The heater fragments were discovered in the Mount Hood National Forest in Mitigation Area 5 on the western edge of a historic quarry pit. No other cultural materials were located in the vicinity of this isolate.



Figure 4.22. HCRH-E&F-Iso-13 (left) and ca. 1936 advertisement for Duo-Therm oil burning appliances (right).



Figure 4.23. HCRH-E&F-Iso-14: Heidelberg beer can (left) and steel-sided cone top can (right).

HCRH-E&F-Iso-14 is composed of two beer cans; one steel-sided aluminum top pull-tab Heidelberg can and one cone-top can with no discernable label (Figure 4.23). Steel-sided aluminum top cans had a short production period in the early 1960s, until all-aluminum cans replaced them. Cone-top cans were discontinued about 1964.

HCRH-E&F-Mit 5-1 is a historic refuse scatter (residential dump) site (Figure 4.24). Its legal location is Township 3N Range 10E Section 31, Willamette Meridian, with a center point at UTM coordinates Northing 5062001/608256 Easting, Zone 10, NAD 83 datum. The site measures 68 meters east-west and 15.5 meters north-south. It is located on the north side of a berm along Mitchell Point Drive (an extant segment of the HCRH) in Mitigation Area 5. Except for the road, no features are present in or around the site. Cultural materials are densest adjacent to the road and thin out to the north. The debris is dominated by diverse bottles and cans but also includes stove parts, cement culvert fragments, barbed wire fencing, plastic containers, poles, light bulbs, shingles, ceramic plates, cobalt glass fragments, shoes, furnace/possible car parts, a metal strap, and a bird cage. The artifacts are in varying stages of decomposition. The cultural materials largely date to the 1960s although more recent and older items were also identified (Table 4.3); the site appears to represent multiple dumping episodes by local residents. Diagnostic artifacts were limited to bottles and cans.

Bottles. A total of 38 bottle types were identified in the refuse scatter. Glass bottle types identified include clear glass gallon jugs, amber glass beer bottles, two amber glass Log Cabin syrup bottle, one Purex bottle, one Listerine bottle, one green glass 4/5-quart Flavor Guard wine bottle, one Clairol bottle, two stippled clear glass half-gallon jugs with “NOT TO BE REFILLED” embossed on the sides near the bases, and numerous non-distinct clear glass bottles with screw tops. The “NOT TO BE REFILLED” text indicates a post-prohibition age for the clear glass half-gallon bottles, and indicates that they contained alcohol, but the bottles could not be more specifically identified. Log Cabin syrup was sold in glass bottles from 1942-1948, and then again beginning in the mid 1950s (Curtis et al. 2008). The Hoboken Historical Museum has a bottle of similar design (but in clear glass), which is dated from 1950-1960 (Lockhart et al. 2019). The Purex bottle has a NW logo for the Northwestern Glass Co. that dates from 1931-1987 (Lockhart et al. 2018; Toulouse 1971). The lettering and bottle shoulders may indicate a post-1951 manufacture date (Lockhart et al. 2017). If the Purex bottle features are assumed to parallel their primary competition, Clorox, then the threaded cap indicates a post-1940 date, the lettering indicates a post-1950 date, and the handle shape indicates a pre-1955 date (Clorox 2019).

Cans. A total of 11 can types were identified in the refuse scatter. Can types identified at the site include a galvanized garbage can, possible milk/sanitary can, 2-gallon motor oil square cans “War Chief”, one 1-gallon square motor oil can, pop cans, paint cans, spray paint cans, 4 ¼” diameter by 7” height cans, 3 3/8” diameter by 4 ¼” height cans, 2-7/8” diameter by 4-3/8” height cans, a “...Tough enough to



Figure 4.24. View southeast from the northern boundary of Site HCRH-E&F-Mit 5-1 toward the densest concentration of historic refuse.

Table 4.3. Age range of time-diagnostic artifacts at HCRH-E&F-Mit 5-1.

Description	19 30	19 40	19 50	19 60	19 70	19 80	19 90	20 00
Hazel-Atlas T (1910-1930)	←							
Sanitary can	←							
Miracle Whip jar NW 417 16							?	
NW Bottle NW 325 18							?	
Armstrong bottle								
Kerr Self-Sealing bottle							?	
Belisol Can								
Log Cabin Bottle								
Purex Bottle								
Owens Illinois <O> 52 5 Duraglas								
Owens Illinois bottle 21 O 5 4A								
Owens Illinois bottle 20 <O> 55								
Varathane Can							?	
Owens Illinois screw top 9 34 77 O								
Owens Illinois screw top 21 O 5 4AA								
Fingerhole 2104 2141-E 2B Ds.Pat.184991								
4/5-quart Flavor Guard wine bottle								
Hires Root Beer can								
Pepsi cans								
Blitz Weinhard's cans								
AHK Bottle								
Duraglas bottle 20 <O> 7 5 B								
Owens Illinois bottle 21 O 01B								

? Question mark denotes an age limit boundary that is poorly defined

←→ Arrows indicate a boundary that extends past the limits of this chart

skate on” paint can, grape juice cans, Pepsi cans, Blitz Weinhard’s beer cans, Olympia beer cans, distorted unidentifiable cans, Folgers cans, Olympic Stain paint cans, “clear-stik” cement cans, a “Sure fire” starter fluid can, a Belisol Denatured Alcohol can, and Hires root beer pull tab cans. Sanitary cans were first produced in New York in 1897 (Curtis et al. 2008). Some soldered and/or hole in the top milk cans were still in use until the 1970s. Olympic brand paints and stains have been manufactured since 1938



Figure 4.25. Olympia varnish can with “Miss Varathane” visible on the lid.

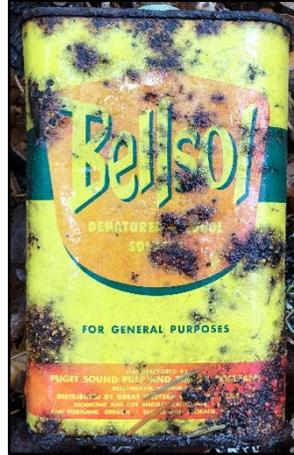


Figure 4.26. Belisol denatured alcohol.



Figure 4.27. Hires root beer.

and continue to be made and sold (Olympic 2019). “Tough enough to skate on” is a fragment of a trademarked phrase; “Outlasts Varnish 2 to 1, Tough enough to skate on” is an expired trademark of Varathane that was registered in 1966, first used in 1963 (Justia Trademarks 2019). The “Tough enough to skate on” trademark included the image of “Angela Michaels” wearing roller skates and a “Miss Varathane” sash, which can be partially made out on the can lid (Figure 4.25). Belisol Denatured Alcohol cans (Figure 4.26) were produced by Puget Sound Pulp and Timber Company (PSP&T) of Bellingham Washington. PSP&T began producing alcohol from sulfite liquor byproducts of pulping in 1945, during WWII (Bellingham Business Journal 2005). PSPTC was merged into Georgia Pacific in 1963. The Hires Root Beer can is the same style as a can listed on eBay as “1960’s Hires Root Beer soda pop can” (Figure 4.27). Pull tabs were introduced in 1962 and outlawed in Oregon in 1972. Neck-in-chime cans were introduced for beer cans in 1966 (Curtis et al. 2008). All soda and beer cans identified at the site were of shapes (un-necked-in-chime ends) and pull-tab types that date between 1962 and 1972 (Busch 1981).

Determination of Eligibility: HCRH-E&F-Mit 5-1. This site is a single locus site of historic refuse. Diagnostic artifacts were recorded at the site with the majority dating from the 1950s to 1970s. Other diagnostic artifacts recorded ranged in age from as early as the 1910s to as late as 2001. Refuse appears to have been deposited repeatedly for much of the past century. The site does not appear to be limited to any primary depositional event. Bottles and cans represent the largest portion of the refuse deposits by number, but the refuse includes a wide variety of domestic goods and objects. The parcel of land that Mit-5-1 sits on was first owned by William Hay who was granted the patent in 1876. The land was purchased by Edgar Locke, and the Locke family sold the land to the Oregon State Highway Department in the 1950s. The property is now under the management of the US Forest Service Mount Hood National Forest. It seems likely that cultural materials were deposited by local residents from the several nearby homes (Figure 2).

Criterion A—Event(s) and broad patterns of history: The site is a discrete historic debris scatter containing primarily domestic artifacts from the 1930s to the 1970s. While this historic site does reflect a pattern of waste disposal for the local community, it does not appear to contribute in a significant way to understanding broader patterns of regional or national history. The cultural materials identified are common to rural neighborhoods with homes which were continuously inhabited during the middle part of the 20th century.

Criterion B—Important Persons: There is no evidence or indication that this debris scatter is associated with any person of importance to the development of Hood River County during the period of artifact accumulation; the scatter consisted of widely available items of the period and contained no unique or personal artifacts.

Criterion C—Design, construction, and work of a master: This site lacks any architectural, constructed, or engineered elements. No permanent site features are present, and the artifact scatter should not be considered “constructed” or a “distinct” as described in Criterion C.

Criterion D—Information potential: The site is a historic debris scatter in poor to fair condition with very limited data potential. Information on the site’s contents and age were collected during the initial survey, and further investigation would not contribute additional significant data. Exploratory probes excavated near the site yielded no subsurface historic artifacts. This site’s contents have been adequately documented to indicate that further investigation is unlikely to contribute to a better understanding of history.

Site HCRH-E&F-Mit 5-1 is a discrete historic debris scatter representing the accretion of domestic and automobile-related debris over the course of the 20th century. Diagnostic artifacts suggest dumping at this location occurred as early as the 1930s and continued into the late 20th century; however, numerous artifacts are badly degraded and lack diagnostic characteristics. The site lacks any structural artifacts or permanent features indicative of habitation or use of the site as anything other than a secondary dump site for common household and automotive refuse. The site fails to find significance under any of the four NRHP Criterion; therefore, we recommend the site is **not eligible** for inclusion in the NRHP. No further documentary or protective measures are recommended.

HCRH-E&F-Iso-15 is a light aqua glass bottle embossed with the words “Mexican/Mustang/Liniment” (Figure 4.28). The bottle measures 4” tall with a 3” body and 1” neck. The body diameter is 1-3/8” and the neck 5/8”. The bottle was made in a two-piece mold and has a rolled finish. Rolled finishes are generally pre-1870 (SHA 2019). Mexican Mustang Liniment was introduced in 1825 by George W.



Figure 4.28. HCRH-E&F-Iso-15 (left) and period advertisement for the Mexican Mustang Liniment product (right).



Figure 4.29. HCRH-E&F-Iso-16 lip finish (left) and bottle base (right).



Figure 4.30. HCRH-E&F-Iso-17 lip finish (left) and bottle base (right).

Westbrook of St. Louis, Missouri. The manufacturing rights passed to Demas Barnes and Co. of New Year by ca. 1856 (Odyssey's Virtual Museum 2019). Mexican Mustang Liniment was advertised as relief from pain, tired out muscles, lameness in the back or shoulders, stiff joints, burns, scalds, cuts, rashes, rheumatism, lumbago, sores, open wounds, sprains, and bruises. The isolate was discovered north of an extant portion of the HCRH (Mitchell Point Drive) in Mitigation Area 5. No other cultural materials were found near the bottle.

HCRH-E&F-Iso-16 is a dark amber glass wine or liquor bottle (Figure 4.29). The bottle was produced in a two piece mold and has a tooled finish similar to the brandy finish. No lettering or logo is present. The tooled finish dates the bottle to the latter half of the 19th century (Society for Historical Archaeology 2019). The isolated find was located south of the HCRH in Mitigation Area 5 approximately seven meters northeast of Probe 5-08.



Figure 4.31. HCRH-E&F-Iso-18, glass insulator.

Figure 4.32. HCRH-E&F-Iso-19, vehicle license plate.



HCRH-E&F-Iso-17 is a rectangular 2-gal motor oil can. The can measured 8 x 5.5 x 10.5” and has lettering “TWO US GALLONS/Premium/EASTERN/HIGH COMPRESSION/MOTOR OIL/PURE PARAFFINE BASE” (Figure 4.30). The top of the can has a pour spout with an external threaded cap and a soldered handle. The motor oil can was located between probes 5-57 and 5-58 north of the HCRH in Mitigation Area 5. Although the area was scanned for additional cultural materials, none were found.

HCRH-E&F-Iso-18 is a fragment of a dark aqua glass insulator (Figure 4.31). The embossed letters “No. 20” are present on the skirt. The style is most similar to a Brookfield CD133 insulator (National Insulator Association 2019). The Brookfield Glass Company was in operation from 1901 to 1921 (Glass Bottle Marks 2019).

HCRH-E&F-Iso-19 is an Oregon automobile license plate (Figure 4.32). The date of registration is 1919 and the plate number is “45895.” No other information is available about the plate or to whom it was issued. The plate was found on the edge of the HCRH in Mitigation Area 5 on Mount Hood National Forest Land near the property boundary with a private homeowner.

Subsurface Reconnaissance for HCRH Segments E & F

Subsurface reconnaissance was undertaken at two locations – Mitigation Area 3 and Mitigation Area 5 – along the project corridor in Segment F. These probing locations were selected based on Connolly and Knowles’ (2011) original survey and associated observations of the project area. Mitigation Area 3 partially overlaps with the site boundaries of the Little Boy Ranch/Mitchell Travel Stop site (35HR134). Test excavations were conducted within these boundaries and the results reported in Chapter 5 of this report. Subsurface probing in Mitigation Area 3 was limited to the area north of the Mitchell Point Overlook driveway and south of I-84 downslope from Site 35HR134 at the western base of Mitchell Point in Seneca Fouts Memorial SNA (Figure 4.33). Mitigation Area 5 is located on lands administered by the Mount Hood National Forest east of Mitchell Point; the parcel extends to the north and to the south of Mitchell Point Drive, an extant segment of the HCRH. In both areas, probe locations were selected based on geomorphic and landform conditions suggesting the potential to contain buried cultural material.

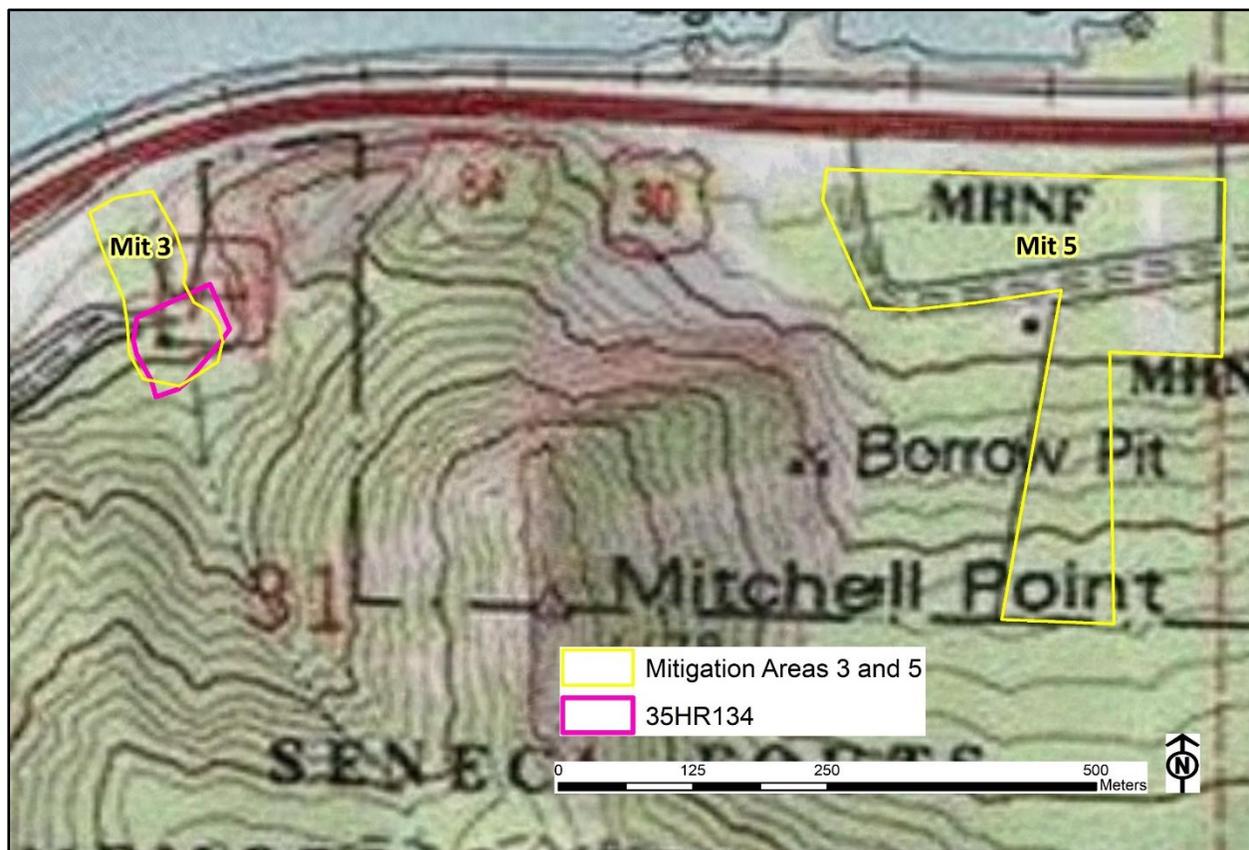


Figure 4.33. Subsurface reconnaissance locations in Mitigation Areas 3 and 5, HCRH Segment F.

Field methods used during subsurface reconnaissance included the excavation of 30x30 cm shovel probes in arbitrary 10 cm levels. When possible, probes were excavated to a depth of at least 50 cm or two consecutive culturally-sterile levels. Excavated soils were passed through a 1/8” hardware screen; cultural materials were collected and bagged with provenience data clearly labeled. When feasible, a 20 cm bucket auger or 10 cm soil auger was used to increase the depth of the units. Probes were generally spaced at 20 cm intervals across the mitigation parcels and their locations were recorded using a Juno and mapped.

Mitigation Area 3 Probing

Subsurface reconnaissance at Mitigation Area 3 occurred on September 27, 2018. Megan Culbertson, Rick Jensen, Julia Knowles, and Kevin Wright acted as field crew. All excavations were overseen by Jaime Kennedy.

Vegetation was dense, affording little ground visibility (Figure 4.34). Soils in this location have been mapped as Wyeth very gravelly loam, a deep and well-drained rocky soil formed in colluvium and eolian material common on landforms with slopes of 45-75% (NRCS 2019).

Eleven shovel probes were excavated to examine the terraces of an unnamed stream between the Mitchell Point Overlook driveway and I-84 (Figure 4.35). One row of four probes was placed on the east side of the stream (P3-5 through P3-8), one row of four probes was on the west side of the stream (P3-1 through P3-4), and one row of three probes were excavated along the western margin of Mitigation Area 3 (P3-9 through P3-11). Probes were placed at 20 m intervals.

The probes were excavated to a maximum depth of 50 cm below the surface (Table 4.4). The soil matrix consisted of compact, brown silt loam with 50-70% gravels that precluded the use of an auger to reach greater depths (Figure 4.36). Probe 3-11 terminated at a depth of 31 cm below the surface due to a rock impasse and probe 3-5 was terminated at 46 cm below the surface for the same reason.



Figure 4.34. View northwest toward Probe 3-1; example of heavy vegetation in Mitigation Area 3.

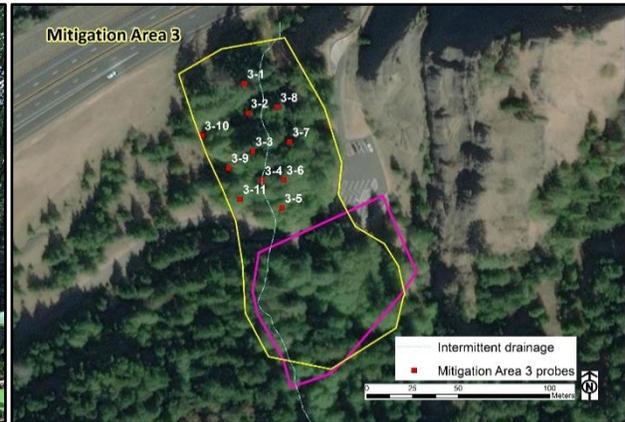


Figure 4.35. Location of subsurface probes in Mitigation Area 3 (yellow) north of 35HR134. (pink) on either side of an intermittent drainage.



Figure 4.36. Probe 3-4 south wall with large cobbles of colluvial origin visible in profile.

Table 4.4. Mitigation Area 3 exploratory probes.

	Probe No.										
10 cm Lvl	3-1	3-2	3-3	3-4	3-5	3-6	3-7	3-8	3-9	3-10	3-11
1	-	-	-	-	-	-	1*	-	-	-	-
2	-	-	6*	-	1*	-	-	-	-	-	-
3	-	-	-	-	1*	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	_R
5	-	-	-	-	_R	-	-	-	-	-	///
6	///	///	///	///	///	///	///	///	///	///	///
Final Depth	50	50	50	50	46	50	50	50	50	50	31

/// = Not excavated * = indeterminate age cultural material
 - = sterile ^R = rock impasse

No definitively historic artifacts were recovered in the Mitigation Area 3 excavations. Probe 3-3 yielded six fragments of amorphous metal in Level 2, one wire nail was recovered from Level 2 in Probe 3-5, one unidentified nail was recovered from Level 3 in Probe 3-5, and one wire nail was recovered from Level 1 of Probe 3-7.

No subsurface cultural materials of historic age with diagnostic attributes were observed. In April 2019, Mitigation Area 3 was dropped from the project APE. No further consideration is recommended.

Mitigation Area 5 Probing

Subsurface reconnaissance was conducted in Mitigation Area 5 from October 29 through November 1, 2018. Field work was supervised by Jaime Kennedy and field crew included Trina Delgado, Jon Krier, Julian Royer, Damion Sailors, and Kevin Wright.



Figure 4.37. View northwest, excavating Probe 5-11 in an open field south of the HCRH in Mitigation Area 5.

The Mitigation 5 parcel is axe-shaped, with most of the parcel located on a flat terrace of the Columbia River that extends either side of the HCRH at an elevation of about 150 ft above mean sea level (asl). The “handle” of the axe is oriented north-south and encompasses the entirety of an intermittent stream channel that flows downslope from its source at an elevation of ca. 500 ft asl.

Soils on the slope are classified as Wyeth very gravelly loam and soils on the river terrace are classified as Wind River fine sandy loam (NRCS 2019). The Wind River series consists of deep, well-drained soils formed in old alluvium or outwash on terraces or terrace escarpments. Onsite canopy vegetation was dominated by Douglas fir and pine with deciduous understory trees and shrubs that

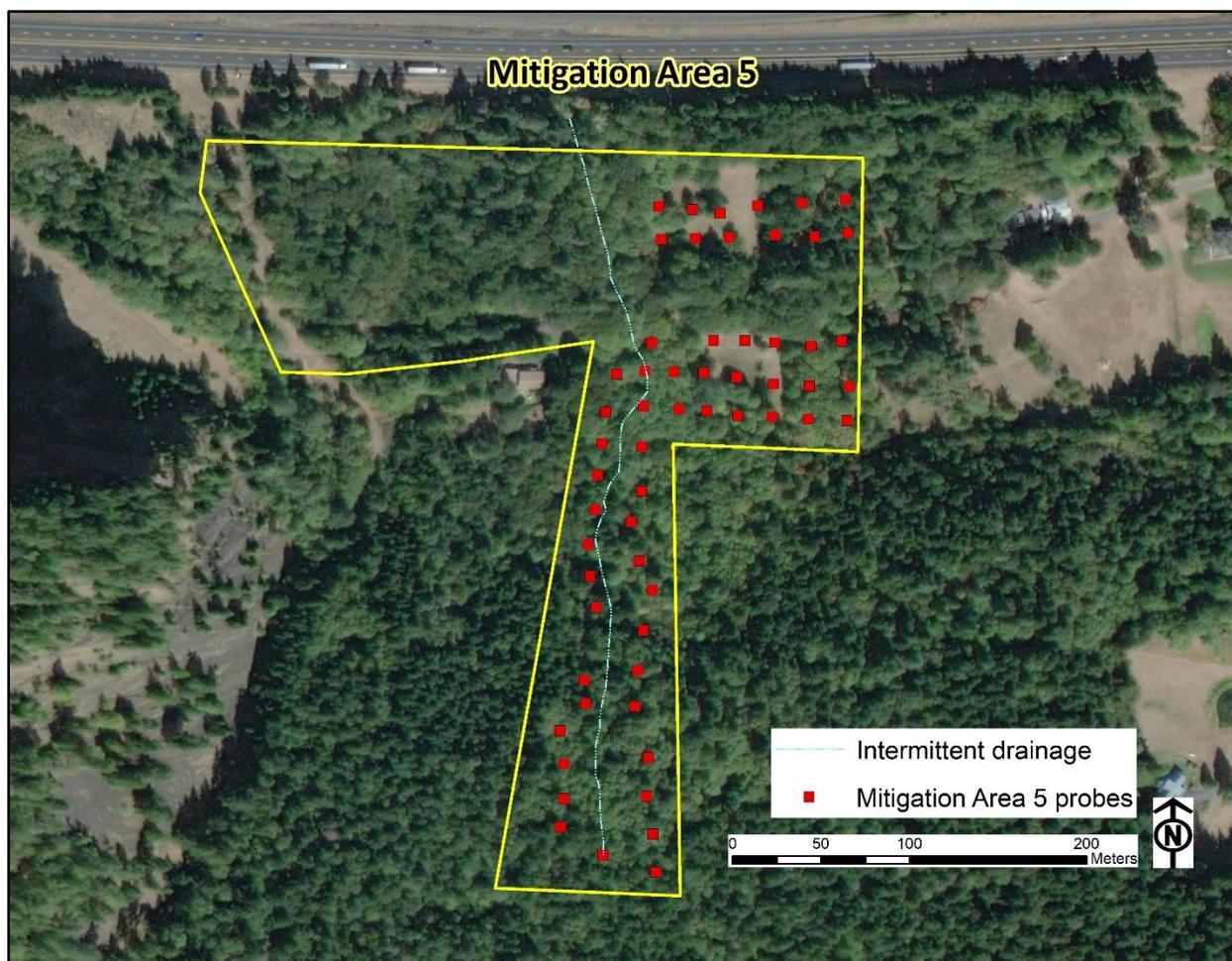


Figure 4.38. Location of subsurface probes in the eastern portion of Mitigation Area 5 (yellow).

included oak, hazel, Oregon grape and poison oak among other taxa. Several houses on private land are located on Mitchell Point Drive, and Mitigation Area 5 itself was once part of a historic homestead (the Locke/Galligan property). Although much of Mitigation 5 is undeveloped, remnant fields persist near the road grade (Figure 4.37).

Extensive quarrying occurred on the western portion of the Mitigation Area 5 terrace when the interstate highway was constructed; therefore, shovel test probes were limited to the eastern, undisturbed portion of the parcel and alongside either bank of the intermittent stream. A total of 59 30x30 cm shovel probes were excavated (Figure 4.38).

Thirty-four (34) shovel probes were excavated on the Columbia River terrace in the eastern portion of Mitigation Area 5; 22 probes (P5-1 through P5-22) were located north of the HCRH (Figure 4.39) and 12 probes (P5-48 through P5-59) were excavated south of the HCRH (Figure 4.40). A single line of 12 probes (P5-23 through P5-34) were excavated on the western edge of the intermittent stream and a single line of 12 probes (P5-36-P5-47) were excavated on the eastern edge of the same stream channel (Figure 4.41). One probe was located on a small terrace at the head of the intermittent stream (P5-35). Probes were generally placed at 20 m intervals but spacing varied depending on the steepness of slope along the intermittent stream (e.g., 40 m interval between probes 5-28 and 5-29).

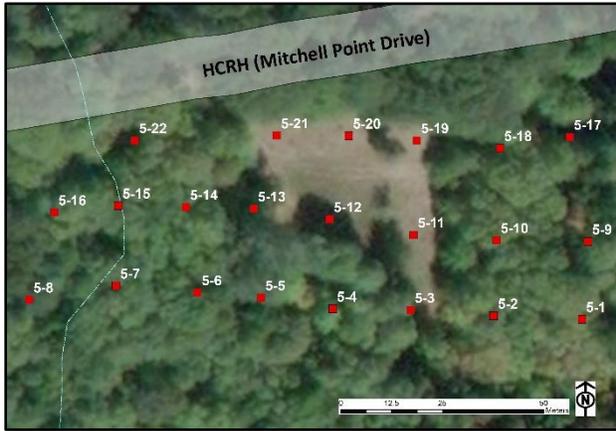


Figure 4.39. Probes 5-1 through 5-22 south of the HCRH in Mitigation Area 5.

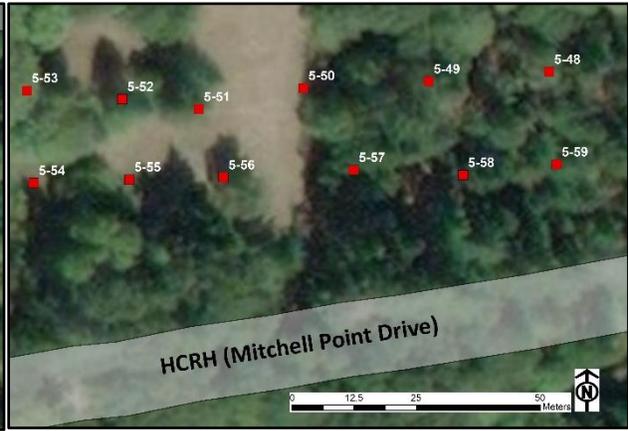


Figure 4.41. Probes 5-48 through 5-59 north of the HCRH in Mitigation Area 5.

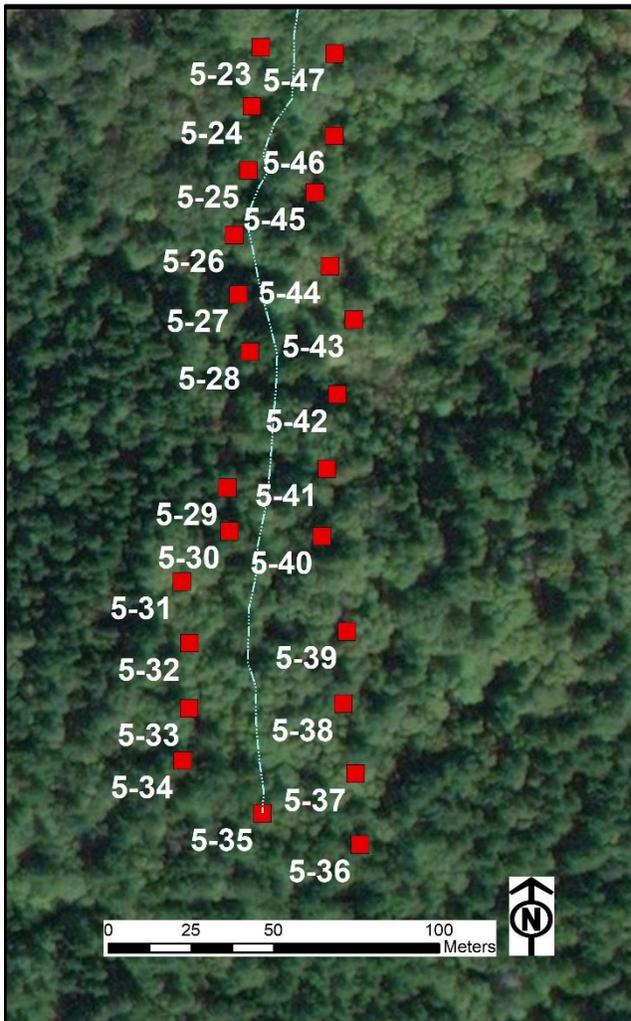


Figure 4.40. Probes 5-23 through 5-47 along the intermittent stream on the slope south of the HCRH.



Figure 4.42. Probe 5-4; typical soil profile in Mitigation Area 5 probes.



Figure 4.43. Extremely compacted and rocky substrate along creek in Probe 5-45.

Table 4.5. Mitigation Area 5 exploratory probes.

Probe No.														
10 Cm	5-1	5-2	5-3	5-4	5-5	5-6	5-7	5-8	5-9	5-10	5-11	5-12	5-13	5-14
Level														
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	_X	-	-	-	-	-	-	-
4	-	-	-	-	-	-	///	-	_X	-	-	-	-	-
5	-	-	-	-	-	-	///	-	///	-	-	-	_X	_X
6	///	_A	///	_A	///	_A	///	_A	///	_A	///	_A	///	///
7	///	-	///	-	///	-	///	///	///	-	///	-	///	///
8	///	-	///	-	///	-	///	///	///	-	///	-	///	///
9	///	-	///	-	///	-	///	///	///	-	///	-	///	///
10	///	/// ^R	///	///	///	-	///	///	///	-	///	///	///	///
Final Depth	50	90	50	90	50	100	25	54	40	100	50	90	48	40

/// = Not excavated ^A = begin auger ^X = root impasse
 - = sterile ^R = rock impasse

Table 4.5. (Continued)

Probe No.														
10 Cm	5-15	5-16	5-17	5-18	5-19	5-20	5-21	5-22	5-23	5-24	5-25	5-26	5-27	5-28
Level														
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	*	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	_R	-	-	-	-	_X	-	-
6	///	///	///	-	///	_AR	///	_R	///	///	///	///	///	///
7	///	///	///	///	///	///	///	///	///	///	///	///	///	///
8	///	///	///	///	///	///	///	///	///	///	///	///	///	///
9	///	///	///	///	///	///	///	///	///	///	///	///	///	///
10	///	///	///	///	///	///	///	///	///	///	///	///	///	///
Final Depth	50	50	50	60	50	60	45	42	50	50	50	44	50	50

/// = Not excavated ^A = begin auger ^X = root impasse
 - = sterile ^R = rock impasse * = indeterminate age cultural material

In most excavated probes the upper 20-30 cm was characterized by an organic, dark brown silty loam soil matrix. Below the organic layer, excavators encountered a more compacted lighter brown silt loam with subangular gravels (Figure 4.42). Probes excavated along the intermittent stream encountered very compact sediments with up to 80% angular gravels below depths of about 40 cm (Figure 4.43). Where feasible, 20 cm bucket augers were used to remove sediments below 50 cm; these probes were limited to the landform on the terrace south of the HCRH. No significant changes in the soil matrix were noted from the deeper probes.

Probes were excavated to a maximum depth of 100 cm below the surface (Table 4.5). Excavation to two sterile levels was impeded by natural obstacles in x probes. Large roots were encountered in probes 5-7, 5-9, 5-13, 5-14, and 5-26. Rock impasses halted excavation in probes 5-21 and 5-22. Probe 5-15 was located on the edge of the stream and the water table was encountered along with cobbles at 50 cm below the surface. Probe 5-40 was abandoned because the excavators dug into a yellow jacket nest.

Table 4.5. (Continued)

		Probe No.																				
10 Cm		5-29	5-30	5-31	5-32	5-33	5-34	5-35	5-36	5-37	5-38	5-39	5-40	5-41	5-42	5-43	5-44	5-45	5-46	5-47	5-48	5-49
Level	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-	-	-	YJ	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-	-	-	///	-	-	-	-	-	-	-	-	-
	6	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///
	7	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///
	8	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///
	9	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///
	10	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///	///
Final Depth		50	50	50	50	50	50	50	50	50	50	35	50	50	50	50	50	50	50	50	50	50

/// = Not excavated

YJ = yellow jacket nest

- = sterile

Table 4.5. (Continued)

		Probe No.									
10 Cm		5-50	5-51	5-52	5-53	5-54	5-55	5-56	5-57	5-58	5-59
Level	1	-	-	-	-	-	*	-	*	-	-
	2	-	-	-	-	-	-	-	-	-	-
	3	-	-	-	-	-	-	-	-	-	-
	4	-	-	-	-	-	-	-	-	-	-
	5	-	-	-	-	-	-	-	-	-	-
	6	///	///	///	///	///	///	///	///	///	///
	7	///	///	///	///	///	///	///	///	///	///
	8	///	///	///	///	///	///	///	///	///	///
	9	///	///	///	///	///	///	///	///	///	///
	10	///	///	///	///	///	///	///	///	///	///
Final Depth		50	50	50	50	50	50	50	50	50	50

/// = Not excavated

* = indeterminate age cultural material

- = sterile



Figure 4.44. Unlined pit observed on the surface between probes 5-49 and 5-50 (8 ft x 6 ft x 1.5 ft deep).

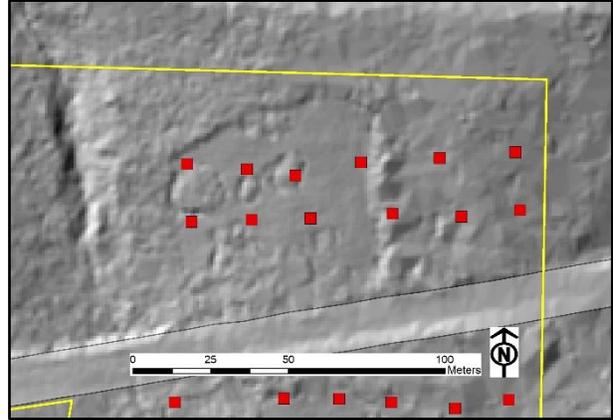


Figure 4.45. LiDAR imagery of the northeast portion of Mitigation Area 5 highlighting surface anomalies.

Cultural materials of indeterminate age were recovered from three probes; no definitively historic artifacts were observed during the subsurface reconnaissance of Mitigation Area 5. Probe 5-15 yielded four pieces of ferrous metal in Level 4. One colorless glass fragment was present in Level 1 of Probe 5-55 and one piece of ferrous metal was present in Level 1 of Probe 5-57.

Surface anomalies were noted north of the HCRH and east of the intermittent stream including a 6 x 8 ft. unlined pit that was ca. 1.5 ft. deep between probes 5-49 and 5-50 (Figure 4.44). The pit was not clearly cultural in origin. LiDAR imagery of the area suggests that the surface has been modified from its original state (Figure 4.45). According to Hadlow et al. (2009), this location was planted in orchards by the Galligan family prior to the construction of the water level interstate highway, and the pit may have been related to razing of the fields.

Subsurface investigations at Mitigation Area 5 did not yield any subsurface cultural materials of historic age with diagnostic attributes. No further archaeological work is recommended.

Summary of Exploratory Survey

Exploratory archaeological survey within the HCRH Segments E & F included a pedestrian survey of the expanded APE along the project corridor and five mitigation parcels as well as subsurface reconnaissance in two of the five mitigation parcels. No subsurface historic cultural resources were encountered during shovel probing of these areas.

Cultural resources along the HCRH are all post-contact in age and include six historic sites and 20 historic isolates. Pedestrian survey relocated five previously identified sites (Viento Animal Pens, 35HR133, 35HR128, 35HR95, and 35HR134) and one previously identified. During this survey one new historic site and 19 new historic isolates were recorded within the APE. The newly recorded historic resources represent discrete episodes of casual refuse disposal along the HCRH. By definition, archaeological isolates are not considered eligible for listing in the NRHP.

Site 35HR128 represents extant segments of the The Dalles to Sandy Wagon Road, which have been determined eligible for listing in the NRHP (Connolly et al. 2013). Testing and evaluation of the Viento Animal Pens, Site 35HR95, and Site 35HR134 are reported in Chapters 5, 6, and 7. Site 35HR133

is a stone monument at Perham Creek that was built in the style of the Civilian Conservation Corps and is addressed in the above-ground resources assessment in Chapter 6.

New site HCRH-E&F-Mit 5-1 is a shallow domestic and automotive refuse concentration. This domestic dump appears to be the same scatter mentioned by Tasa et al. (2007) and Connolly and Knowles (2011) as a modern can dump. Background research of individual artifacts recorded in October 2018 suggests dumping episodes began as early as the 1930s and have continued into the very recent past. This site was evaluated and is recommended as not eligible for listing in the National Register.

Testing and Evaluation of the Viento Animal Pens

The Viento Animal Pens site was originally recorded by Connolly (1995). Although it was never issued a trinomial, the site appears in the Oregon SHPO digital database. The site contains the remains of animal corrals and debris that may have been associated with a small fox farm west of the current project area (Figure 5.1). The farm was operated by Jack Jones prior to WWII. The site is located south of the HRCH in Viento State Park on a bench above (south and upslope of) the parking lot west of the park's south campground on Viento Road (Figure 5.2). The relatively flat landform is bounded to the south and west by steep topography, and Viento Creek runs 150 meters to the east (Figure 5.3). Its legal location is Township 3 North, Range 9 E, SE ¼ SE ¼ Section 34. The site is located at UTM coordinates 5061070 Northing/603650 Easting, Zone 10, NAD 83. Access to the site can be reached via Exit 56 off I-84.

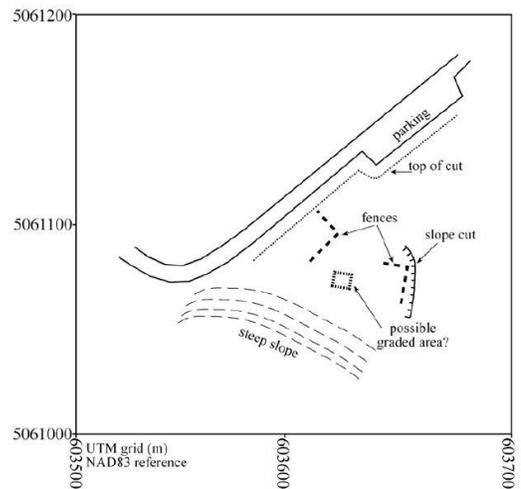


Figure 5.1. Connolly's (2005) sketch of the Viento Animal Pen site.



Figure 5.2. Location of the Viento Animal Pens in Viento State Park, Hood River County (Mt. Defiance 7.5' quad map.)



Figure 5.3. View northeast of the Viento Animal Pens location on a flat bench above the parking lot.

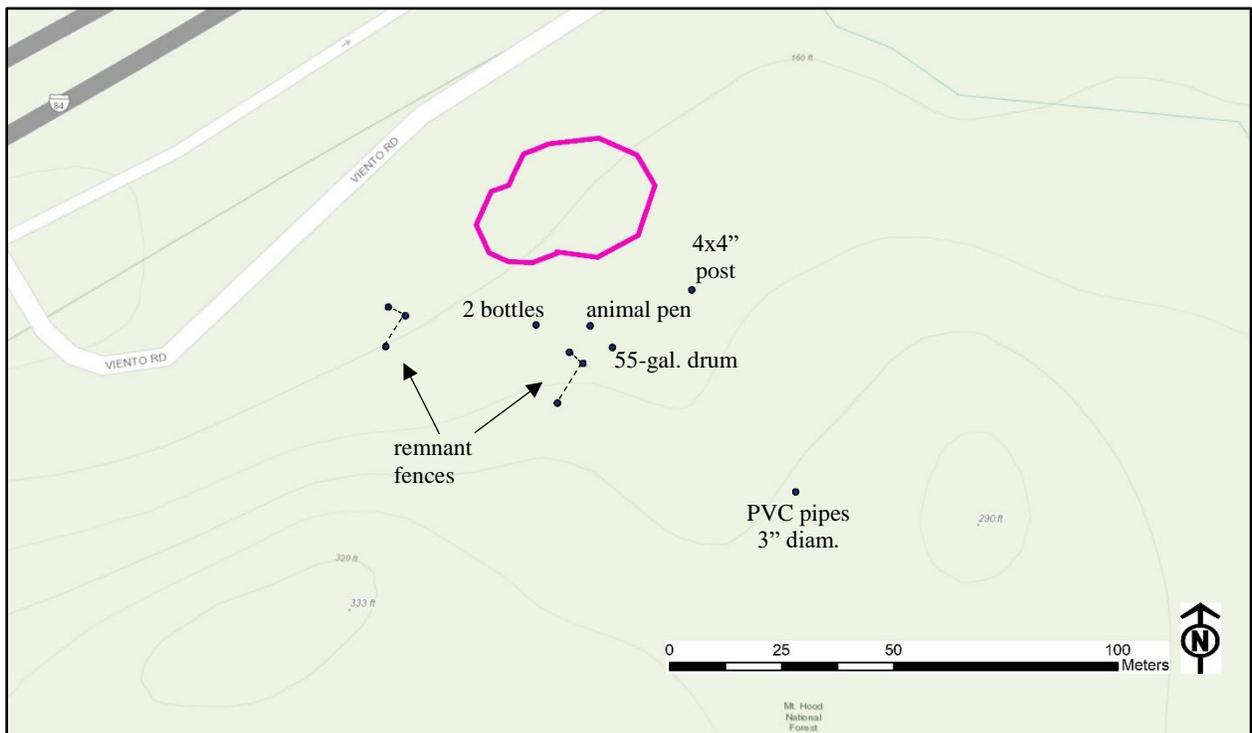


Figure 5.4. Mapped cultural resources identified on the surface.

Field Investigations at the Viento Animal Pens

Field investigations at the Viento Animal Pens occurred on November 1, 2018. Jaime Kennedy led the testing; field crew included Trina Delgado, Jon Krier, Julian Royer, Damion Sailors, and Kevin Wright. Observed onsite vegetation included Douglas fir, big leaf maple, vine maple, hazel, oak, Oregon grape, blackberries, poison oak, periwinkle, western sword fern, and various grasses and forbs.

Prior to excavations, all cultural resources visible on the surface were identified and mapped (Figure 5.4). Relocated cultural remains include a small pen with chicken wire on fence supports made of split rails and milled boards, two fragmentary pens consisting of remnants of barbed wire fencing wrapped around trees (the trees have grown since the wire was originally wrapped so that the barbed wire is embedded in the tree trunks), a 55-gallon drum that has been split open for use as a trough or camp fireplace, and a cut in the hillside at the southern end of the site that may have been created to level the area for the southernmost barbed wire pen (Figures 5.5 through 5.7). The current investigation also identified a tree with a galvanized metal guy wire (possibly a pen corner), two brown glass alcohol bottles with stippling on the base and a 4x4 inch metal post (Figures 5.8 and 5.9). Modern elements included a series of white PVC pipes draining water from the top of the hill south of the site and beer bottles located northeast of the site. The graded area and a metal can/garbage pail lid identified by Connolly (2005) and Tasa et al. (2007) were not relocated. Only one tree with embedded barbed wire was present in the HCRH project area. All other cultural materials were located south of the HCRH APE.

The degree of tree growth around the barbed wire indicates that the wire was wrapped around the tree 50 or more years ago. The bottles were embossed with “Do Not Refill” on the sides and bore a Lincoln Glass Bottle Co. maker’s mark; these bottles were produced between 1942 and 1952 (Society of Historical Archaeology 2019). None of the other artifacts identified are temporally diagnostic.



Figure 5.5. Barbed wire in northwestern-most corner tree (view southeast).



Figure 5.6. Animal pen with chicken wire (view northwest).



Figure 5.7. Split 55-gallon drum.



Figure 5.8. 4x4 inch post.



Figure 5.9. Brown alcohol bottles.

Field methods employed during site testing included the excavation of 50x50 cm test units. Test units were hand excavated in 10 cm levels to a minimum depth of 50 cm below the surface or two consecutive sterile levels below cultural materials. Augering was unsuccessful in the rocky soil substrate at this location. All excavated materials were screened through 1/8-inch wire mesh. Recovered cultural materials were collected in field bags labeled with provenience information for laboratory analysis. Five 50x50 cm test units were excavated along the southern boundary of the APE to determine whether subsurface components associated with the site may exist in the project area (the project boundary has since been modified so that the test units are now outside the current APE; Figure 5.10). Originally the units were planned at 10 m intervals within the boundary of the site polygon as it is mapped in the SHPO OARRA database. However, field observations indicated that the cultural remains were all located to the south of the mapped site location, and the five units were spread across a larger distance to capture a portion of the site that was physically within the original APE.

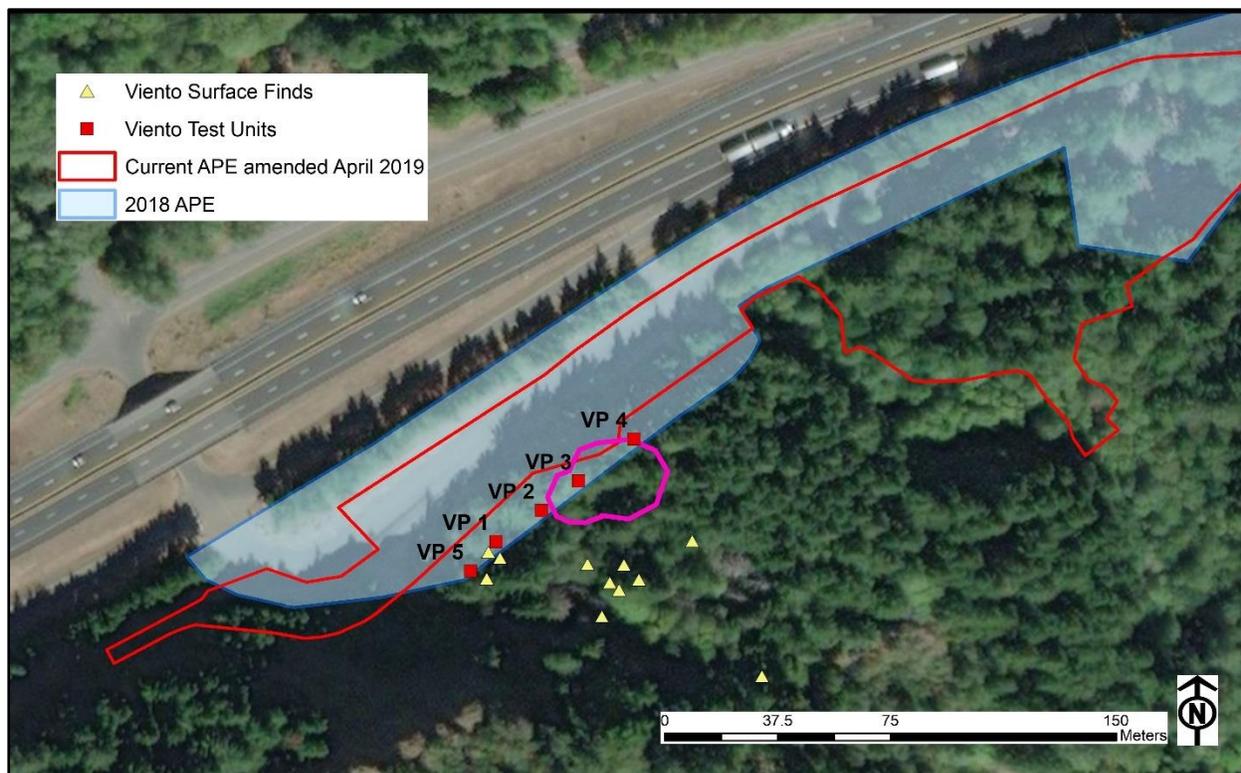


Figure 5.10. Location of test units, cultural materials on the surface, APE boundaries, and site boundary (pink) as recorded in the SHPO database.

The upper 20 cm of deposits consisted of an organic duff layer. Sediments below the duff were light brown silty sand with numerous angular basalt cobbles and gravels (Figures 5.11 and 5.12). Compaction increased with depth, as did the number of cobbles. Probes were excavated to a maximum depth of 60 cm below the surface (Table 5.1). Excavators attempted to auger Probe VP-1, but encountered a rock impasse at 60 cm below the surface and terminated the endeavor. Test units VP-1, VP-2, VP-3, and VP-5 were sterile. Unit VP-4 produced a single amber glass fragment in Level 2. The glass fragment is of indeterminate age.



Figure 5.11. Probe VP-3 north profile.



Figure 5.12. Probe VP-5 south profile.

Table 5.1. Viento Animal Pens test probes.

10 cm Level	Probe No.				
	VP-1	VP-2	VP-3	VP-4	VP-5
1	-	-	-	-	-
2	-	-	1*	-	-
3	-	-	-	-	-
4	-	-	-	-	-
5	-	-	-	-	-
6	-	/// ^{AR}	///	-	///
Final Depth	50	60	50	50	50

/// = not excavated ^A = begin auger * = indeterminate age
 - = sterile ^R = rock impasse

Viento Animal Pens Site Summary

A formal investigation of the portion of the Viento Animal Pens site within the HCRH Project APE was conducted. No investigations of buried deposits have occurred outside of the APE, and the site remains unevaluated for listing in the National Register. However, there is no evidence of a subsurface component of the Viento Animal Pens within the modified (current) APE.

No further archaeological investigations are recommended within the current APE boundary near the Viento Animal Pens. The site boundaries have been revised to reflect the location of cultural materials visible on the surface (Figure 5.13). Because subsurface cultural resources may be present outside of the APE, no formal evaluation for NRHP listing is possible at the site at this time.



Figure 5.13. Revised location of the Viento Animal Pens site (Mt. Defiance 7.5' quad map).

Testing and Evaluation of Site 35HR95

The Sonny Site (35HR95) contains historic features and debris associated with the Sonny rail stop and Mitchell Point Lumber Company operations in the early part of the 20th century. The site is located along either side of the Wygant Trail that follows an extant portion of the HCRH. Its eastern boundary is approximately 400 meters west of the park gate in Vinzenz Lausmann Memorial SNA. Access to the site can be reached from the eastbound I-84 exit for Mitchell Point Overlook at mile point 58.4 (Figures 6.1 and 6.2). Site 35HR95 largely overlaps with Mitigation Area 2, which is slated for invasive plant removal (Figure 6.3). Site 35HR95 measures about 225 m east-west and 125 m north-south and is bisected by the serpentine path of the HCRH. The site's north boundary is the tree line bordering the I-84 right-of-way; the cut slope excavated during highway construction appears to have removed native soils north of the tree line. The eastern boundary is a remnant road grade that follows the natural topography and the western boundary is a hill. The site is bounded to the south by a steep bluff. Its legal location is Township 3 North, Range 9 E, SW ¼ NW ¼ Section 31. The site is located at UTM coordinates 5061800 Northing/607145 Easting, Zone 10, NAD 83.

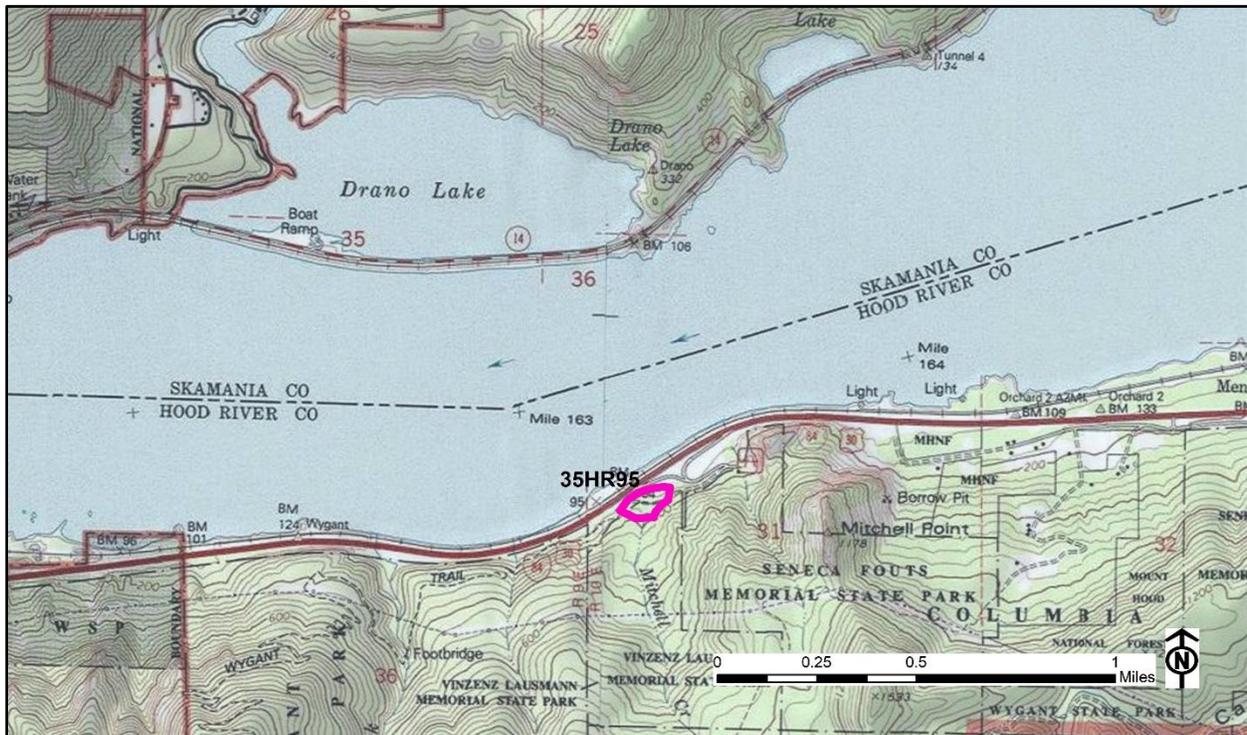


Figure 6.1. Location of Sonny (35HR95) in Vinzenz Lausmann Memorial State Natural Area, Hood River County (Hood River 7.5' and Mt. Defiance 7.5' USGS quad maps).



Figure 6.2. Site 35HR95 west of Mitchell Point Overlook along I-84.

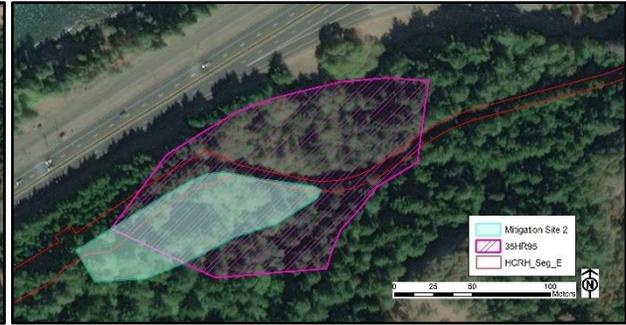


Figure 6.3. Mitigation Area 2 (green) in relation to Site 35HR95 (pink).

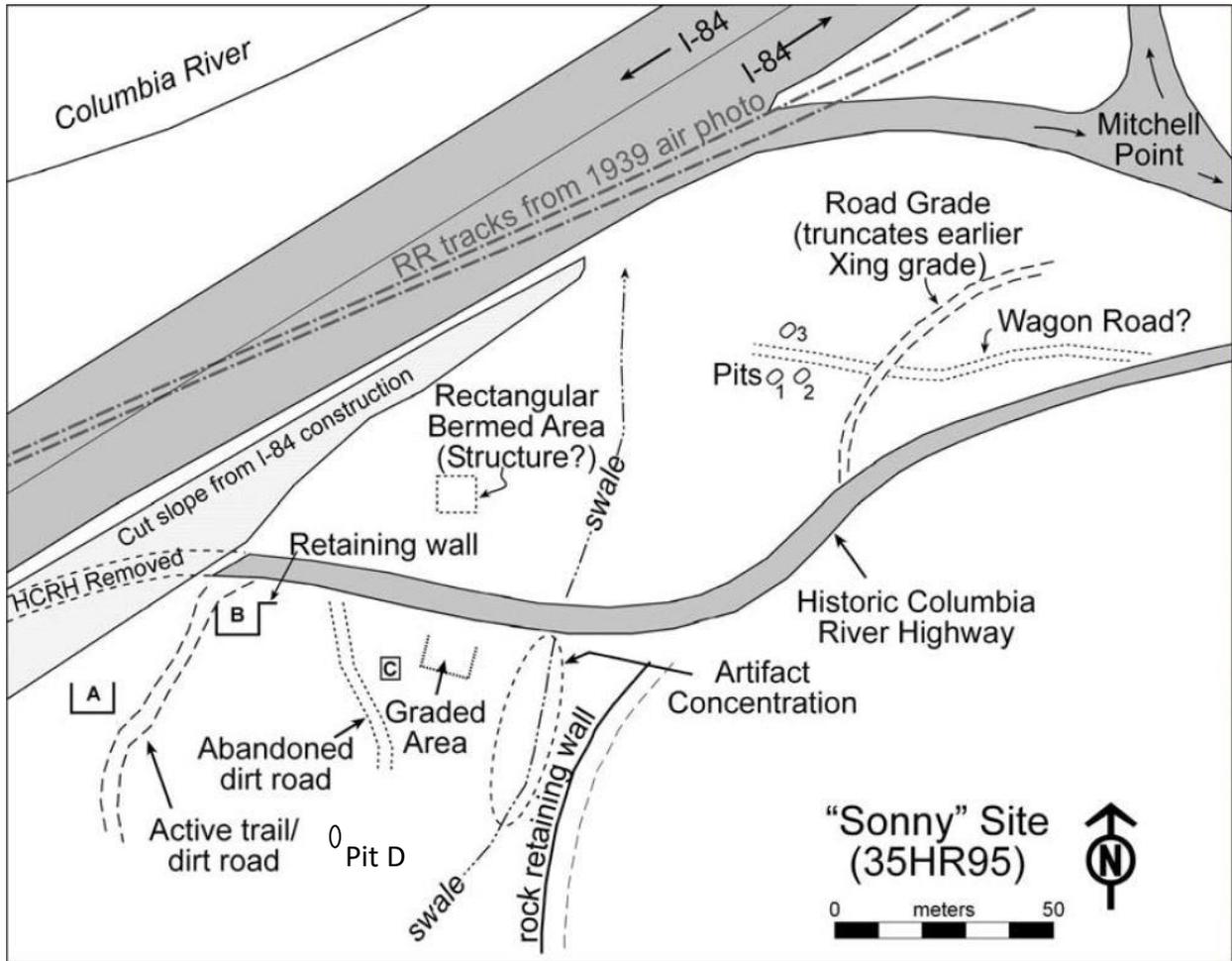


Figure 6.4. Site 35HR95 sketch map (Connolly and Knowles 2011).

Several foundations and pit features were previously recorded at site 35HR95 (Figure 6.4). Recorded features include a linear dry stack rock retaining wall along the eastern border of the site south of the HCRH, three dry stack rock wall foundation remnants, a rectangular area with an earthen berm on the north side, a graded area, and four circular pits of varying diameter and depth. Evidence for other built features at the site include active trails and abandoned grades, including a trace of The Dalles to Sandy Wagon Road (Site 35HR128).

The three rectangular pits present were designated A, B, and C from west to east by Tasa et al. (2007); the larger pits A and B are lined on the inside with dry-stacked rock foundation/retaining walls, and appear to be dugout foundations. The Structure A Pit was excavated into a gentle slope and has internal dry-stacked rock retaining walls on the west, south (uphill), and east sides (Figure 6.5). The rectangular pit is open on the north (downslope) side. The rock wall at the south edge is ca. 2.5-3 ft. tall, and ca. 30 ft. long; the side walls (ca. 17 ft. long) taper to the north, following the slope. A galvanized metal wash tub lies on the surface. The Structure B Pit is situated at the intersection of the HCRH and an active trail/dirt road that ascends the hill to the west (Figure 6.6). It is approximately 20 ft. square, with a rear wall over 6 ft. high. This pit is faced on east, south, and west walls with dry-stacked cobble walls, with an additional section of retaining wall extending approximately 30 ft. east from the structure's northeast corner. The Structure C Pit is approximately 12 ft. square and ca. five feet deep and lacks the cobble walls seen in the other two (larger) pits (Figure 6.7).



Figure 6.5. Left: View southwest of the Structure A Pit (dugout foundation), which measures ca. 30 ft. east-west and ca. 17 ft. north-south. Right: View west along the south wall of Structure A.



Figure 6.6. Southwest corner detail of the Structure B Pit (dugout foundation).

Figure 6.7. View southwest of the Structure C Pit with field crew standing at the bottom and above the wall for scale.



Figure 6.8. Newly recorded Pit D (10x5 ft).

Immediately east of the Structure C Pit is a graded area, ca. 30 ft. long, and oriented to parallel the HCRH. Pit D, a 10 ft. by 5 ft. unfaced pit located 80 m south of the graded area, was identified during the current field investigations (Figure 6.8).

Approximately opposite Structure C and the adjacent graded area is a rectangular feature, possibly outlining a structure since removed, defined on the south by a cut into the slope and on the west, north, and east by berms. This leaves a rectangular area (ca. 20 ft. across) about four feet deep.

A small swale near the eastern end of the site is filled with domestic and structural historic debris. A stacked rock retaining wall and berm is present east of the gully at the base of the steep hill that borders the east edge of the site, following the contour of the hill. A description of surface artifacts was previously reported by Connolly and Knowles (2011).

Well east of the main complex of features associated with the Sonny complex are three oval pits. Pit 1 is about 16x9 ft., and about four feet deep. Pit 2 is about 8x10 ft., and about two feet deep. Pit 3 is about 9x12 ft., and roughly 4 feet deep. Pit 3 is surrounded by a scatter of domestic refuse. A truncated and isolated segment of The Dalles to Sandy Wagon Road is also visible in this vicinity. The road trace diverges from the footprint of the HCRH at approximately I-84 MP 58.5 and trends in a westerly direction for approximately 0.75 meters before disappearing. Pit 3 is below and north of the trace and pits 1 and 2 are above and south of the trace.

Four of the recorded features are in the footprints of the structures visible on the 1939 map. These include rectangular pits (dugout foundations) A and B, the graded area, and the bermed rectangular area.

Field Investigations at 35HR95

Excavations at site 35HR95 occurred December 3-6, 2018. Crew members Megan Culbertson, Rick Jensen, Jon Krier, Julien Royer, Damion Saillors, and Kevin Wright were supervised by Jaime Kennedy. Work on the site included informal metal detector survey around the previously recorded features and subsurface testing. All excavated units were hand dug in 10 cm levels to 50 cm below the surface or to two consecutive sterile levels if materials were observed below level 3. Excavated sediments were passed through 1/8" hardware mesh and all cultural materials were collected for laboratory analysis.

Soils on the site have been mapped as Wyeth very gravelly loam (NRCS 2019). Soils in the Wyeth series are formed in mixed loess, volcanic ash and basalt colluvium and are deep and well drained.

Organic duff and English ivy limited surface visibility and obscured structural features. Other onsite vegetation included Douglas fir, big leaf maple, vine maple, oak, hazel, blackberries, poison oak, Oregon grape, and various forbs and grasses.

Table 6.1. Excavation loci at 35HR95.

Locus	Description	Excavated Test Probe No.					
1	Swale south of the HCRH	1	2	4	29	30	
2	Graded area south of the HCRH	3	6	14	15	18	23
3	Dugout Foundation Pit A	10	13	17	19		
4	Dugout Foundation Pit B	7	8	16			
5	Pits 1-3	9	11	12			
6	Rectangular bermed area north of the HCRH	5	20	21	24	25	
7	Clearing north of the HCRH	22	26	27	28		

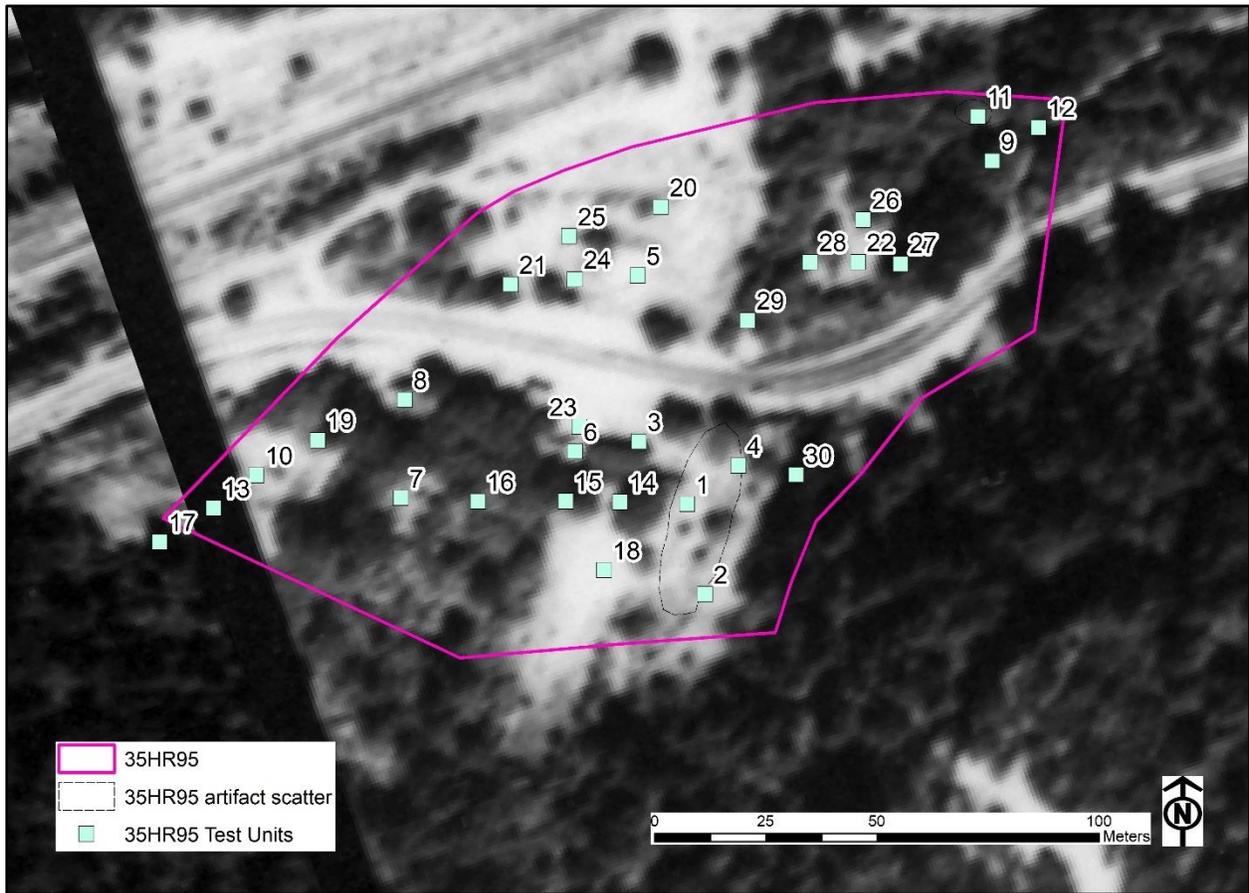


Figure 6.9. Location of 50x50 cm test probes at 35HR95 on aerial imagery from 1939.

Thirty 50x50 cm excavation units were placed at arbitrary 10-meter intervals in seven targeted loci to cover the landform (Table 7.1). Probes were focused at locations near previously mapped features, road traces, and places where built structures are visible on historic aerial photos (Figure 6.9). Test probes (TPs) 1, 2, and 4 were placed around the artifact-rich scatter located in the swale south of the HCRH; TP 29 was excavated just west of the swale north of the HCRH and TP 30 was excavated at the base of the bluff near the linear retaining wall feature. TPs 3, 14, 15, 18, and 23 were excavated in and around the graded area south of the HCRH; TP 6 was excavated along the eastern edge of Pit C near the southwest corner of the graded area. TPs 10, 13, 17, and 19 were placed around Pit Structure A where a clearing was

noted on the historic aerial photo. TP 8 was excavated in Pit Structure B and C and probes 7 and 16 were excavated south of Pit B. Probes 9, 11, and 12 were focused near the pits located around the wagon road trace. TPs 5, 20, 21, 24, and 25 were excavated in and around the rectangular bermed area north of the HCRH. Finally, TPs 22, 26, 27, and 28 were excavated in a clearing north of the highway where structures are visible on the 1939 historic aerial imagery.

TPs were excavated to a maximum depth of 80 cm below the surface. The sediment profile throughout the site was typified by a layer of shallow duff and dark brown silty loam on the surface underlain by medium brown (10YR 5/2) silt loam with ca. 30-50% subangular gravels and small cobbles. Rootlets were present throughout. Below 50 cm, soils were very compact and lighter in color with fewer rocks. Excavators were not able to auger through the compacted sediments. Some TPs excavated in wooded areas were terminated prematurely due to the presence of large roots around 30 cm below the surface. Cultural materials were recovered in the upper 60 cm of deposits. Five TPs (12, 16, 17, 18, and 26) were culturally sterile, two TPs (9 and 23) contained only modern refuse, and two TPs (10 and 22) contained cultural materials of indeterminate age; all other excavated units were positive for historic archaeological material (Figure 6.10).

Locus 1, Swale. TPs excavated in the location of the surface refuse scatter along the swale yielded dark brown silty loam sediments in the upper 40 cm of deposits (Figure 6.11). TP 30 was excavated east of the swale at the base of the rock retaining wall (Figure 6.12). Cultural materials were recovered from this stratum in TPs 1, 4, and 30 (Table 6.2). Recovered artifacts included a door knob, a washboard, nails, aqua and colorless glass bottle fragments, coal, a cold cream jar, nails, a tire valve, a strap loop, a white improved earthenware (WIE) fragment, ferrous metal fragments, and nails. Cultural materials in TP 29 included machine cut nails and ferrous metal fragments, which were limited to the upper 20 cm.



Figure 6.11. TP 2 west profile.



Figure 6.12. Location of TP 30 at the base of the retaining wall (view south from the HCRH).

Locus 2, Graded Area South of the HCRH. The upper 30 cm of sediment in TPs excavated in the graded area consisted of dark brown silty loam. Where artifacts were present below 30 cm, this sediment type persisted, otherwise soils transitioned to a lighter brown compact silt. TP 23 yielded only modern refuse and TP 18 contained no cultural materials (Table 6.3). Most artifacts were recovered from TP 3, which was excavated in the center of the graded area. Recovered historic materials in TPs 3, 6, 14, and 15 included aqua glass fragments, WIE fragments, porcelain dish fragments, window pane glass, a wrench, a marble, a threading die, a shotgun shell, several nails, and numerous ferrous metal fragments.

Table 6.2. Locus 1 test units at 35HR95.

		Probe No.				
10 cm		1	2	4	29	30
Level						
	1	*	H	H	*	H
	2	H	H	H	H	*
	3	H	*	*	-	H
	4	H	-	*	-	-
	5	-	-	-	-	*
	6	-	///	-	///	-
	7	///	///	///	///	-
	8	///	///	///	///	///
Final Depth		60	50	60	50	70

/// = not excavated - = sterile * = indeterminate age artifact
H = historic artifact

Table 6.3. Locus 2 test units at 35HR95.

		Probe No.					
10 cm		3	6	14	15	18	23
Level							
	1	H	H	H	H	-	*
	2	H	*	H	*	-	-
	3	-	*	H	*	-	-
	4	H	/// ^x	-	/// ^x	-	-
	5	H	///	-	///	-	-
	6	H	///	///	///	///	///
	7	-	///	///	///	///	///
	8	-	///	///	///	///	///
	9	///	///	///	///	///	///
Final Depth		83	30	50	30	50	50

/// = not excavated - = sterile * = indeterminate age artifact
H = historic artifact ^x = root impasse

Locus 3, Pit A. Soils in the vicinity of the Pit A Structure were soft, dark brown silts with rocks present below 40 cm. TP 10, which was excavated in the center of Pit A, yielded an aluminum pull tab and a fragment of an amber glass jar in Level 2 (Table 6.4); the lack of historic artifacts in this unit suggest that any cultural materials associated with the structure were cleared away from the site. TPs 13 and 19 (on either side of Pit A) produced a wide array of items including amethyst, amber, aqua and colorless glass fragments, WIE, an asphalt shingle, a bridge spike, a button, an eyelet, two horseshoes, a square nut, a faucet handle, rubber, tar, and terracotta.

Table 6.4. Locus 3 test units at 35HR95.

10 cm Level	Probe No.			
	10	13	17	19
1	-	H	-	H
2	*	H	-	H
3	-	*	-	*
4	-	H	-	-
5	-	H	-	-
6	///	H	///	///
7	///	/// ^R	///	///
8	///	///	///	///
Final Depth	50	62	50	50

/// = not excavated - = sterile * = indeterminate age artifact
H = historic artifact ^R = rock impasse

Locus 4, Pit B. The upper 20 cm of sediments in and around Pit B was described as loose dark brown silty loam. Below 20-30 cm, soils were compacted medium brown sandy clays with reddish mottling (Figure 6.13). Historic artifacts were recovered from TPs 7 and 8 (Table 6.5) and included a prosser button, a glass shelf, a flower pot, a nut and bolt with washer, light yellow glass jar fragments, amber bottle glass, ferrous metal fragments, and numerous wire nails.



Table 6.5. Locus 4 test units at 35HR95.

10 cm Level	Probe No.		
	7	8	16
1	H	H	-
2	-	*	-
3	-	H	-
4	-	*	-
5	-	*	-
6	///	-	///
7	///	-	///
8	///	///	///
Final Depth	50	70	50

/// = not excavated - = sterile
H = historic artifact
* = indeterminate age artifact

Figure 6.13. Location of TP 8 in Pit B (top) and final soil profile of TP 8 (bottom).

Locus 5, Pits 1-3. TP 9 was excavated in Pit 2 and TP 11 was excavated in Pit 3; TP 12 was dug 10 m east of TP 11 (Figure 6.14). Sediments in TP 9 and TP 12 did not differ significantly from sediments recorded elsewhere in the site. The upper 30 cm was dark brown silty loam, with increasing gravels and cobbles in a medium brown compact silt layer below that. In TP 11, the soil change at 30 cm was not as prevalent, sediments appeared dark with organic materials (Figure 6.15). Orange-brown mottling was present to a depth of 60 cm. Brown-gray clay loam was present below 60 cm. Cultural materials were absent in TP 12 and limited to a single plastic chandelier prism in TP 9 (Table 6.6). Pit 3 likely represents a possible privy. A dense artifact scatter was observed on the surface surrounding Pit 3, and TP 11 yielded over 200 artifacts. The identified artifacts spanned a wide range of types, including coins, stemware, porcelain, WIE, stoneware fragments, cut bones, clock pieces, window pane glass, pressed glass, a cold cream jar, brick, coal, wood, a tobacco pipe, a pocket knife, a caster/wheel, logging chain, a spring, a battery core, a lead weight, canning jars, cans, bottle caps, a bolt, a barrel rim, an exhaust pipe cover, a key wind can opener, tacks, nails, plaster, a tire, a rubber hose, a medicine bottle, and ferrous metal. Modern materials like plastic and aluminum foil were found throughout indicating some level of disturbance in the test unit.



Figure 6.14. View north from Pit 2 toward The Dalles to Sandy Wagon Road trace and Pit 3.



Figure 6.15. Excavation of TP 11 in the Pit 3 possible privy feature.

Table 6.6. Locus 5 test units at 35HR95.

10 cm Level	Probe No.		
	9	11	12
1	-	H	-
2	M	H	-
3	-	H	-
4	-	H	-
5	-	H	-
6	///	H	///
7	///	-	///
8	///	-	///
9	///	///	///
Final Depth	50	80	50

/// = not excavated - = sterile
H = historic artifact M = modern material

Locus 6, Rectangular Bermed Area North of the HCRH. TPs dug in and around the rectangular berm were excavated to a maximum depth of 60 cm below the surface (Table 6.7). Excavators encountered dark brown silt loam in the upper 30 cm of the soil profile, with lighter and more compacted silt found below the upper stratum (Figure 6.16). All TPs in Locus 6 were positive for historic-aged cultural materials, suggesting that the feature represents the remains of a structure at this location. Identified artifacts included amber, amethyst, aqua, and colorless glass bottle fragments, a copper alloy gear, a penny, a stoneware vessel fragment, a porcelain fragment, window pane glass, and numerous ferrous metal fragments.

Table 6.7. Locus 6 test units at 35HR95.

	Probe No.				
10 cm Level	5	20	21	24	25
1	H	H	H	H	*
2	-	*	H	H	H
3	-	H	-	*	-
4	-	H	-	-	-
5	-	-	-	-	-
6	///	-	///	///	///
7	///	///	///	///	///
Final Depth	50	60	50	50	50

/// = not excavated

- = sterile

H = historic artifact

* = indeterminate age artifact



Figure 6.16. TP 21 south wall profile.

Locus 7, Clearing North of the HCRH. The four TPs excavated in the clearing north of the HCRH were arranged in a cross with TP 22 in the center of the clearing and TPs 26, 27, and 28 placed as 10-meter satellite probes to the north, east, and west respectively. As with other areas in the site, the upper 30 cm of deposits consisted of a dark brown silty loam and sediments below that depth were lighter, more compact, and contained a higher percentage of gravels and cobbles (Figure 6.17). TP 22 yielded only artifacts of indeterminate age, and TP 26 was sterile for cultural materials (Table 6.8). Historic-aged materials were recovered from level 1 and 2 in TP 27 and Level 1 of TP 28. Historic materials were limited to amber, aqua, and colorless bottle glass, leather, nails, and ferrous metal.

Table 6.8. Locus 7 test units at 35HR95.

	Probe No.			
10 cm Level	22	26	27	28
1	*	-	H	H
2	*	-	H	*
3	-	-	-	*
4	-	-	-	-
5	-	-	-	-
6	///	///	///	///
Final Depth	50	50	50	50

/// = not excavated

- = sterile

H = historic artifact

* = indeterminate age artifact



Figure 6.17. TP 22 south wall profile.

Site 35HR95 Artifact Assemblage

Cultural material observed and collected during archaeological investigations at the Sonny property site included historic artifacts, items of indeterminate age, and modern debris. A total of 1,497 artifacts representing approximately 456 minimum number of items (MNI) was collected from test units including historic, modern, and items of indeterminate age.

The artifacts retrieved from archaeological investigations included an assemblage of domestic, personal, structural, and indefinite use objects, as well as modern material. The artifact assemblage was separated into the broad functional groups following the Sonoma Historic Artifact Research Database Classification system (Anthropological Studies Center 2010). These groups include (a) Activities, (b) Domestic, (c) Indefinite Use, (d) Personal, (e) Structural, and (f) Undefined Use. Within functional groups, artifacts were further identified by material (i.e., ferrous metal and aqua glass) and item description (i.e., bottle, plate, and knife). Each artifact or artifact lot (i.e., bulk artifacts such as glass) received a unique catalog number corresponding to location (unit number, and level).

Activities

The Activities group includes 22 items representing Commerce, Firearms/Ammunition, Tools, and Transportation.

Ammunition

Shotgun Shell. One partially complete copper-alloy shotgun shell which was collected in Level 2 TP 3 (SON-3-2-3; Figure 6.18). The back of the shell reads “NITRO/12/GA/EXPRESS.” Similar examples found online date from 1934 to the early 1940s (cutlerscove.com 2019).



Figure 6.18. Shotgun shell (SON-3-2-3).

Commerce

Coins. One silver-alloy dime that was collected in Level 5 TP 11 (SON-11-5-47; Figure 6.19a). The obverse features the head of Liberty surrounded with “United States of America” and the date



Figure 6.19. Coins found at the site: a. Barber dime (SON-11-5-47); b. Lincoln wheat penny (Son-5-1-1). 200% actual size.

“1903.” The reverse reads “ONE DIME” bordered by a wreath. This dime is part of a set of coins designed by Charles E. Barber, the Chief Engraver of the United States Bureau of the Mint. The set, produced between 1892 and 1916, consists of a dime, a quarter, and a half dollar (jmbullion.com 2019a).

One copper penny was collected in Level 1 TP 5 (SON-5-1-1; Figure 6.19b). The obverse side of the coin depicts the likeness of President Lincoln. The reverse reads “ONE CENT” bordered by wheat stalks, hence the common name “wheat penny.” The penny is heavily oxidized but a “1917” is still visible. The coin, which was designed by Victor David Brenner, was produced from 1909 to 1958 (U.S.Mint.gov 2018). Although Lincoln’s portrait on the obverse is still seen on pennies today, the wheat stalk design was discontinued in 1958 (jmbullion 2019b).

Tools

Pocket Knife. One folding pocket knife was collected was collected in Level 4 TP 11 (SON-11-4-25; Figure 6.20a). The knife is 3-1/2” long, due to corrosion it is impossible to discern whether is a single or double blade variety. The handle appears to be bone that has a “jigged” pattern carved into it to make it look like the texture of antler, or actual deer antler. A metal shield badge is set on the antler/bone handle. This item is consistent with knives manufactured during the second half of the 19th century and early 20th century (cf. Scott et. al. 1989:186-188).

Threading Die. One die from a tap and die set and was collected in Level 1 TP 3 (: Son-3-1-1; Figure 6.20b). The die is 2-1/4” diameter, 3/4” height. The die would have been used in conjunction with handle-equipped die holder and manually turned create screw threads. Tap and die sets were common tools throughout the 19th and 20th century and are still in production.

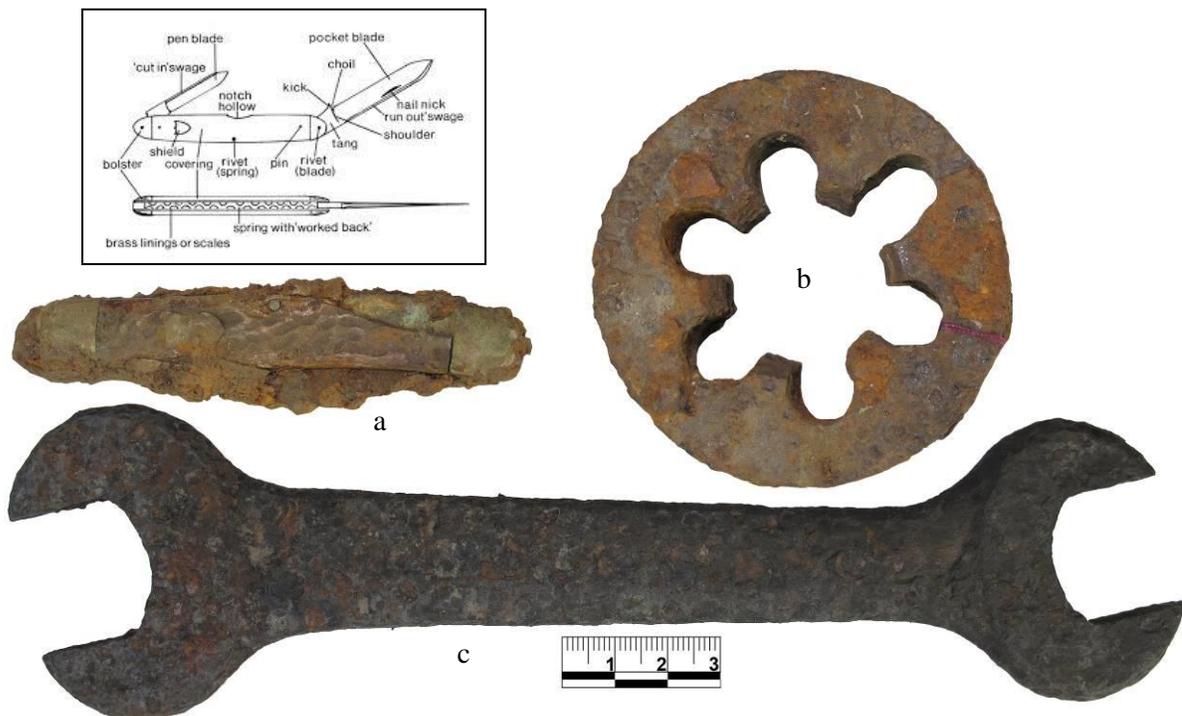


Figure 6.20. Example of tools found at the site: a. pocket knife (SON-11-4-25; inset is diagram of a folding pocket knife); b. threading die (SON-3-1-1); c. wrench (SON-3-2-1).



Figure 6.21. Example of tools found at the site: detachable link chain belt (a. SON-11-4-37; inset is illustration of typical use); b. possible tractor exhaust rain cap (SON-11-5-42; inset is a modern example of a tractor rain cap).

Double Head Wrench. One double head wrench was found in Level 2 TP 3 (Son-3-2-1; Figure 6.20c). The wrench measures 8-1/2” long, 2-1/2” wide and has openings that measure 7/8” and 1”. The 1913 McLennan, McFeely tool catalog sold a similar wrench as an Engineers’ Double Head (1913:86).

Detachable Link Chain Belt. Two detachable links from chain belt were encountered (Figure 6.21a). The link measures 3-1/2”, 2-1/2” wide. The McLennan, McFeely tool catalog describes the typical application of these types of belts, “Used in elevators and as conveyors for ore, coal, coke, sand, logs, lumber, sawdust and waste” (1913: 691). The examples found at the site may have been used as part of heavy machinery associated with a mill operation.

Tractor Exhaust Rain Cap. Artifact SON-11-5-42 is a possible tractor exhaust rain cap collected in Level 5 TP 11 (SON-11-5-42; Figure 6.21b). The cap is ferrous metal and is a circular cover with a protruding attachment hinge. The item measures approximately 9” diameter with 1” hinge attachment.



Figure 6.22. Horseshoes (a. SON-13-SF-1; b. SON-13-1-1). 60% actual size.

Transportation

Horseshoes. Two horseshoes were recovered at the site. Artifact SON-13-SF-1 (Figure 6.22a) measures 5-3/4" long, 5-1/4" wide and Artifact Son-13-1-1 (Figure 6.22b) is 6" long, 5-1/2" wide. The diagnostic attributes of the horseshoes include the presence of a caulk, a toe grab or clip, and a toe or friction bar, which generally indicate a horse that was used for pulling loads. The addition of these elements indicates that the horses may have been employed in agriculture or pulling heavy loads. Horseshoe attributes also reflect whether the shoe is from the front or hind foot and a left or right shoe, based on wear patterns and the placement of a calk, toe bar, and toe grab. Generally, toe bars were on hind shoes for better friction when pushing with the hind legs. Toe clips and caulks were also often found on hind shoes. Length and width measurements can sometimes be used to ascertain whether a horse was a draft or riding horses; riding horses employ a thinner and shorter shoe (Rose and Johnson 2010:30). The toe of both shoes is notably worn. Shoes can wear in areas such as the toe if the horse is overworked or limbs have stiffened with age.

Tire valve. One tire valve (Figure 6.23) was collected in TP 4 level 2. The tire valve is stamped "SCHRADER UNIVERSAL VALVE 777." This tire valve was used with the Model T Ford. The Model T had a production run of from 1908 to 1927 (www.history.com 2019).



Figure 6.23. Model-T tire valve (SON-4-2-1).

Additional Automotive Items. One possible automotive hose was collected in TP 11 Level 5. A fragment of rubber tire was collected in TP 11 Level 4. Both items do not have time-diagnostic attributes.

Domestic

Clothing Maintenance

Glass Washboard. Fragments of a glass washboard were collected in TP 1 Level 4 (Figure 6.24a). The glass is colorless and features corrugated ribbing. Washboards were made of variety of material including zinc or brass coated metal, granite-ware, and wood. Glass washboards were particularly popular during World War II.

Clorox Bottle. Artifact SON-2-2-1 was encountered in TP 2 Level 2 and is the fragment of a Clorox bottle base with “CLOROX” and then “REG” underneath it within the diamond (Figure 6.24b). This trademark dates from 1929-1930 (The Clorox Company 2019). Son-2-1-4, found in Level 1 TP 2, is likely from the same bottle, with a portion of the diamond trademark on a fragment from the base of an amber glass bottle.



Figure 6.24. Clothing maintenance items: a. glass washboard (SON-1-4-4a); b. Clorox bottle base (SON-2-2-1a).

Food and Food Storage

Jelly Jar. One mostly complete colorless glass jelly jar was collected in Level 4 TP 1 (Figure 6.25c). A Pacific Coast Glass Company maker’s mark is on the base. The mark, which depicts two slanted parallelograms, one with “P” and the other with “C” inside, was used by the company between 1924-1930 (Lockhart et al. 2015).

Mason Jars. One colorless glass mason jar fragment was collected (Figure 6.25b). The jar features partial embossed lettering with the words “Trademark” in a banner slanting upwards to the right. Directly underneath is “Patent,” and underneath that is “Mason,” right above the heel of the jar. This logo style is very similar to KERR self-sealing mason jar designs, as the positioning of the words on this jar are exact to those found online. The first self-sealing jar was sold in 1904, but continued into at least the 1980s (Lockhart et al. 2015)

Artifact Son-11-SF-1 is a fragment from an aqua glass mason jar found on the surface near TP 11 (Figure 6.25a). The phrase “PATENT/NOV 30TH/1858” is embossed on the surface. This phrase was commonly used on fruit jars ranging from 1858 to the mid-1910s. John Landis Mason was given the patent #22186 for developing the process of creating threaded screw-type closures on jars and bottles. The patent number was issued to Mason by the U.S Patent and Trademark Office on the 30th of November in 1958 (Whitten 2019).



Figure 6.25. Canning and food jars: a, b. Mason jars (a. SON-11-SF-1; b. SON-11-6-10); c. jelly jar (SON-11-4-7).

Food Preparation and Consumption

Drinking Vessels. One partially complete tumbler (SON-11-5-15; Figure 6.26a) was collected in Level 5 TP 11. The tumbler has a decorative ribbon of incised dashes near the rim. Tumblers are drinking glasses that hold an average of seven to eight ounces of a beverage. These drinking glasses were mass produced in both undecorated and decorated patterns. Artifact Son-11-3-12 is the base of a fluted glass tumbler (Figure 6.26b).

Artifact SON-11-3-11 is two partially complete stemware drinking vessels (Figure 6.26c). The artifact includes one colorless glass body and partial stem, and a stem and partially complete foot. Stemware is characterized by a body that sits on a stem, the stem is attached to a foot on which the vessel rests. At Fort Vancouver National Historic Site (approximately 60 miles west of the project) stemware is often associated with upper-class households that resided within the fort, however many fragments have also been recovered from the fort's employee Village (Cromwell 2017). Stemware during the 19th century could be highly decorative and often expensive. Stemware forms encountered at Fort Vancouver include carafes, cruets, decanters, desert glasses, mugs/cups, pitchers, drinking glasses, serving glasses, tumblers (Cromwell 2017).



Figure 5.39. Drinking vessels: a. tumbler (SON-11-5-15); b. fluted glass tumbler (SON-11-3-12); c. stemmed glass (SON-11-3-11).

White improved earthenware (WIE). Forty-eight fragments (MNI= 20) of white improved earthenware (WIE) were collected during excavations. Most of this material was undecorated or unmarked body fragments representing relatively inexpensive nonvitreous and semi vitreous white-bodied wares common after about 1850 (Majewski and O'Brien 1987). The fragments likely represent plates, saucers, cups, and serving vessel. A smaller portion of the assemblage featured decorative treatments such as decals, transfer-print, and molded relief.

One fragment was recovered with a partial maker's mark. Artifact SON-11-5-3 has a partial maker's mark that reads [S]MITH PHILLIP/[S]EMI PORCELAIN (Figure 6.27b). Below the company logo is a line with five tick marks. This portion of the mark is a date code indicating the item was manufactured in 1906 and early 1907 (Debolt 1994:222).

One white improved earthenware base with a partial mark was recovered in Level 6 TP 11 (Figure 6.27a). The vessel mark reads "K[.T.&K.]/S[---V]/CH[INA]/P[??.]" This mark was used by Knowles, Taylor, & Knowles from 1915 to 1926 (Debolt 1994:75).



Figure 6.27. Example of ceramics at the site. White improved earthenware (a-j): maker's marks (a. Son-11-6-3 b. Son-11-5-3 c. Son-11-5-1); molded relief handle (d. Son-14-1-4); decal-decorated ware (e. Son-11-5-2 f-h. Son-11-6-2. i. Son-11-4-14); j. nursery rhyme cup (Son-11-3-8). porcelain (k- o. (k-m. Son-14-2-7); (n. Son-20-4-1); (o. Son-14-2/3-2; Son-20-1-3)).

Fragments of decal-decorated white improved earthenware were found (Figure 6.27h). Decal-decorated wares are also known as lithographic or chromolithographic decorated wares. The process involved the transfer of a pattern from paper or paper-backed sheets over a glazed ceramic vessel. The decoration method was used as early as the 1830s in Europe but became commercially popular in the 1890s. Sears, Roebuck and Company started carrying decal-decorated wares in 1902 and the decorative technique remained popular into the 1950s (Samford and Miller 2015).

One molded relief handle was collected in Level 1 TP 14 (Figure 6.27d). Molded motifs became popular in the United States and Canada in the 1840s. The decorative technique continued to be popular into the 1870s but began to disappear and vessel forms became simpler (Maryland Archaeological Conservation Laboratory 2008b).

One white improved earthenware cup was collected with a child's nursery rhyme cup was collected in Level 3 TP 11 (Figure 6.27j). The cup depicts Little Boy Blue, a traditional nursery rhyme first introduced in 1744 (allnurseryrhymes.com). The illustration is in the style of children's nursery literature of the early 1900s.

Porcelain. Eighteen fragments (MNI=8) of porcelain were collected during the excavation. Examples include undecorated and varieties with blue-on-white designs (Figure 6.27k-o). The designs appear to be underglaze printed and are consistent with porcelain manufactured in Japan (cf. Maryland Archaeological Conservation Laboratory 2008). Most Japanese porcelain was sold between 1880s and late 1930s. The popularity of Japanese porcelain continued in the United States following World War II (Maryland Archaeological Conservation Laboratory 2008b).

Undecorated porcelain or porcelain featuring simple bands was collected. One marked piece of porcelain was also collected. Artifact Son-11-5-1 is the base fragment of a porcelain vessel or dish with a partial green-ink maker's mark. "PMR" is written above the image of a winged peacock, with "Bavaria Jaeger + Co" directly beneath (Figure 6.27c). This particular mark was used from 1925 to 1945. Similar marks, with "Germany" or numbers beneath the peacock and Jaeger and Co, were used from 1946 to 1979. Jaeger, Thomas & Co. was a decoration company founded in 1872 in Marktredwitz, Germany. They produced tableware, coffee and tea sets, and giftware. Co-owner Fritz Thomas left the company in 1898, and it was renamed Jaeger & Co. They supplied American decoration studios until 1945, when they withdrew primarily to the German market. The factory and its assets were sold in 1979 to the Sebring Company, and in 1986, closed completely (porcelainmarksandmore.com 2019).

Stoneware. Artifact Son-11-5-5 is a fragment of stoneware collected in Level 5 TP 11 (Figure 6.28b). Stoneware is a vitreous or semi-vitreous ceramic made from fine, dense clays fired in a kiln at a high heat (2200° to 2400° Fahrenheit). Salt was added during the firing process, and once vaporized in the kiln, would provide the wares with a glaze that was safe and effective for home-use. Stoneware vessels were often used for storing or cooking foods, being durable to use on a wood stove. By the early to mid-1860s in Oregon, the manufacture of redware declined and stoneware became the preferred utilitarian ceramic (Schmeer 2010: 56). The artifact is light grey is likely from a stoneware crock or mixing bowl.

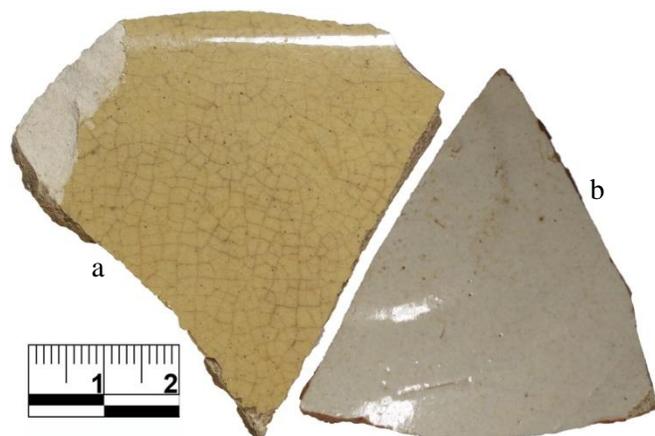


Figure 6.28. Yellow ware (a. Son-1-4-3) and stoneware (b. Son-11-5-5)

Yellowware. One fragment of yellow ware was collected (Figure 6.28a). Yellowware is characterized by a pale buff to dark gold color and colorless glazes that allow the underlying clay body to show through. Some glazes employed a yellowish tint (Samford and Miller 2015). The first large scale production in North America began in the late 1820s and yellow ware continued to be produced in the United States into the 1930s. Yellowware was produced in a variety of food preparation and utility forms. Common vessel types include mixing bowls, mugs, pitchers, pie plates, chamber pots, and spittoons.

Furnishing

Bed Caster. One ferrous metal caster was collected in Level 6 TP 11 (Figure 6.29b). Similar casters were typically used with iron or brass bed frames. An ornate brass bed frame headboard was noted on the surface near Pit Structure A; the two artifacts may be related.

Pottery Flower Pot. One fragment of a ceramic flower pot was collected in Level 1 TP 7 (Figure 6.29a). The item has a blue glaze and molded relief decoration. Molded relief flower pots were popular in the early 20th century, among the most popular manufacturers was Nelson McCoy Pottery (Imsand 2019).

Waterbury Clock Plate. A copper-alloy clock plate was collected in Level 4 TP 11 (Figure 6.29c). The plate is stamped “WATERBURY CLOCK/WATERBURY CONN/U.S.A.” indicating the



Figure 6.29. Furnishings-related items: a. pottery flower pot (SON-7-1-1); b. bed caster (SON-11-6-24); c. Waterbury clock plate (SON-11-4-31); clock wheels (d. SON-11-4-27; e. SON-11-5-39).



Figure 6.30. Pressed glass fragments: Paneled Grape pressed glass vessel (a. Son-11-1-5, b. Son-11-2-1, c. Son-11-4-4; d. Son-11-5-25; f. 11-3-13) e. amber pressed glass vessel (Son-13-sf-3).

clock was manufactured by the Waterbury Clock Company in Connecticut. The company Benedict & Burnham Manufacturing Company started in 1843 and specialized in the manufacturer of brass sheeting, buttons, and other brass products. In 1857, company decided to start manufacturing clocks and named this venture Waterbury Clock Company. During the Great Depression the company faced financial hardship and was placed in receivership in 1932. At this time it was reorganized as Ingersoll-Waterbury.

The date range of the clock part likely to dates from 1857 to 1932 (clockhistory.com 2019). Two clock wheels (Figure 6.29d,e) were also recovered in TP 11 and might be associated with the clock plate.

Pressed Glass. Fragments of a pressed glass vessel was recovered in TP 11 (Figure 6.30). “Pressed” or “patterned” glass is produced by pressing molten glass into a mold, resulting in a convincing imitation of the more expensive cut glass (Kleppinger 2003). In the decades after the Civil War, pressed glass production grew exponentially, and table sets could be found in more than a hundred patterns. The industry began slowing due to economic recession in the 1890s. Popular patterns were often copied or imitated by several manufacturers contemporaneously. Consequently, collectors typically identify pressed glass by pattern name. Pressed glass began to be manufactured in large quantities beginning in the 1840s and continued to enjoy popularity to the mid-20th century (Lee 1946). The design found out the site consists of grape leaves and clusters of grapes in high relief, Lee (cf. 1946: 206) identifies this design as Paneled Grape. One fragment of amber pressed glass was collected on the surface. The pattern could not be identified.

Personal

Accoutrements

Union Button. Artifact SON-13-1-2 is a lapel button. The button reads "CULINARY ALLIANCE No. 720/THE DALLES/RAE REGISTERED/NOV/AFI-CIO" (Figure 6.31). The “H.R.E.I.A” logo stands for Hotel and Restaurant Employees International Alliance Union. The labor union was first formed in 1891, and represented hospitality and industry workers across the United States. In 2004, it merged with the Union of Needletrades, Industrial, and Textile Employees to form UNITE HERE. (unitehere.org 2019). The design of the button is consistent with H.R.E.I.A. union buttons dating to the late 1930s - late 1940s (cf. Figure 5.44 insets).



Figure 6.31. Union button (upper right; SON-13-1-2). Insets are examples of H.R.E.I.A. buttons found on EBAY.

Clothing

Prosser Button. One four-hole prosser button was collected is TP 8 Level 3 (Figure 6.32c). Prosser, or china, buttons are a ceramic button with a characteristic smooth front surface, an ‘orange-peel’ back, and a seam around the edge. These buttons are created by pressing ceramic dust into cast iron molds then fired in a kiln. Richard Prosser received a patent for this process in 1840 (Sprague 2002: 111).

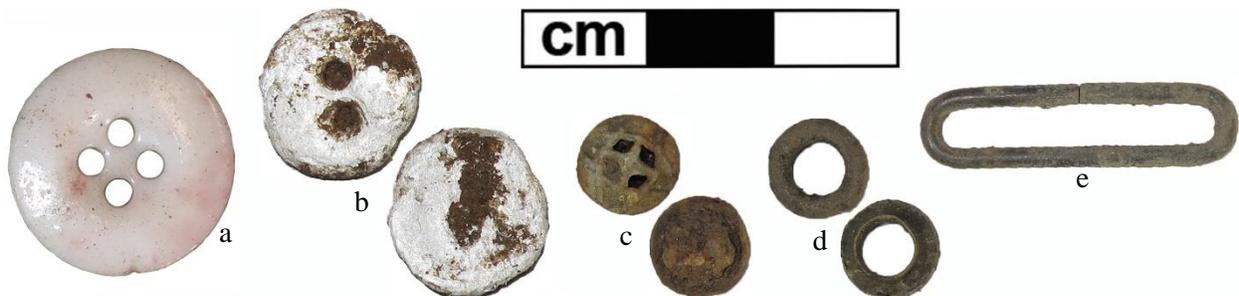


Figure 6.32. Clothing-related items: Prosser button (a. SON-8-3-4); shell button (b. SON-11-6-30); pressed-metal buttons (c. SON-SF-1); eyelet (d. SON-13-1-12); suspender buckle? (e. SON-1-3-3).

Shell Button. One two-hole sew-through shell button was collected (Figure 6.32d). Shell was a common button material throughout the nineteenth century. The manufacture of pearl buttons is labor intensive because most of the work is done by hand. Button blanks were first cut out of shells, then formed into discs, drilled, and polished (Ford 1943:154). The buttons were used as fasteners in shirts, trousers, dresses, waistcoats, and overcoats as well as underclothing.

Pressed-metal Button. Pressed-metal buttons, which often featured elaborate floral and geometric motifs, were collected (Figure 6.32b). This item is consistent with high-style Victorian women's clothing.

Additional Clothing Items. One copper-alloy eyelet was collected in TP 13 Level 1 (Figure 6.32a). This item might be from a shoe or other clothing-related item. One possible copper alloy suspender buckle was collected Level 3 TP 1 (Figure 6.32e). The items do not have diagnostic characteristics but are consistent with clothing items produced in the late 19th and early 20th century.

Health and Grooming

Pebeco Toothpaste. One tin toothpaste cap that was encountered in TP 11 Level 4 (Figure 6.33a). The rim says "PEBECO TOOTHPASTE." Pebeco toothpaste, the first commercial toothpaste, was manufactured by Beiersdorf Company. The German company, which started in 1880, produces pharmacy



Figure 6.33. Health/Grooming-related items: a. toothpaste cap (Son-11-4-28; inset is a detail from a 1920s advertisement for the toothpaste); b. cold cream jar (Son-11-2-4); c. medicine bottle (SON-19-1-6).

and hygiene products and continues to function today. Their toothpaste was developed around 1900 and made from powder that the dentist of the inventor, Oscar Tropolowitz, gave to his patients. It was packaged in tin tubes for preservation. Pebecco toothpaste became the company's bestselling product within five years, with an output of 1 million units.

The company began exporting to American markets in 1892. In 1903, Lehn & Fink, an American company, began manufacturing the toothpaste in the United States. It became the best-selling toothpaste brand in America by 1914. The cap with the brand name embossed on it appears in advertisements as early as 1919 (Grant 2000:29:49-53). Pebecco sales began to decline in 1928 and ceased production after World War II (Finke 2017). The probable date range of the artifact is from 1914 to ca.1942.

Pond's Cold Cream Jar. The artifact (Figure 6.33b) is a complete Pond's Cold Cream jar found in level two of TP 11. "Pond's" is vertically embossed on two opposite sides of the four-sided jar. The base has no markings. Similar jars appear in 1919-1930s advertisements. The jars appear to change after the 1930s, to a more ovular cross-sectioned jar. (cosmeticsandskin.com 2019)

Medicine Bottle. One partially complete amethyst glass medicine bottle was collected in TP 19 Level 1 (Figure 6.33c). A very faint Illinois Glass Co. maker's mark is on the base with "I G Co." within a diamond. This mark dates from 1900 to 1916 (Toulouse 1971:264).

Social Drugs-Tobacco

Tobacco Can. One rectangular Prince Albert tobacco pocket tin with red paint underneath the rust was collected in Level 5 TP 11 (Figure 6.34). The brand was first produced by the R.J Reynolds Tobacco Company in 1907. The tobacco was sold in cloth bags for the first two years of production, but the switch to metal tins was made in 1909. It was the most popular smoking tobacco in the 1930s. Near the base of the front side of the tin are the words "Crimp Cut" in yellow lettering. The lid has three hinges in the back, without a notch in the front. These characteristics are particular to cans dating from 1913 to 1938 (cf. Wessler 2015).

Kaolin Pipe. Artifact Son-11-3-9 is a "yard of clay" kaolin pipe (Figure 6.35; cf. peachstatearchaeologicalsociety.org 2019). The pipe, which dates from 1850 to 1910, is very similar to the pipe in the 35HR95 collection. Clay pipes were favored by the working classes and were much less expensive than cigars. The pipes could easily be shortened to create what was referred to as "cutties" which allowed people grip the pipe in their teeth (Mrozowski et al 1996:68).



Figure 6.34. Prince Albert tobacco pocket tin (SON-11-5-43).

Figure 6.35. Kaolin clay pipe (SON-11-4-38).



Toys

Marbles. Two marbles were collected in TP 3 (Figure 6.36). Both marbles have a milky white base color with blue or orange swirls. The marbles both measure .63 inches in diameter. Marbles were predominately manufactured in Germany throughout the 19th century and into the 1920s. Commercial marble production began in the United States in the late 19th century, but the industry accelerated after the invention of the automatic marble making machine 1901. The marbles appear machine-made likely indicating they were manufactured after 1901 (marblecollecting.com 2019).



Figure 6.36.
Marbles (a. SON-3-1-5; b. SON-3-2-2).

Structural

Structural-related artifacts was collected, including 226 items representing 131 individual artifacts. The Structural artifact assemblage consists mostly of machine-cut nails (MNI=3), wire nails (MNI=33), unidentified nails (MNI=58), and a bridge spike. Also present were pane glass (n=114; MNI=23), a door knob, valve handle, one brick, two bolts, one tile fragment, and five asphalt shingles. These items represent typical structural hardware dating to the mid-1800s through the early 20th century.

Machine-cut Nails. Three machine-cut nails (Figure 6.37d, e) and one bridge spike (Figure 6.37c) were collected during the archaeological investigation. The cut nail began to replace the hand-wrought nail in the late-1700s. Manufacturing cut nails employed the use of specialized machines which sheared nails from iron plates. Early cut nails tapered to a point on only two sides and had to be headed by hand or with a separate machine. These early varieties were generally in production between ca.1790 and ca.1820 (Adams 2002:68). The early cut nail is distinguished from later nails by a tapering of the shaft near the head, or the irregular shape of the head. By the 1830s, nail manufacturers began to employ a machine that could cut and head a nail. These nails have bevels under thick, uniform heads, which are commonly known as perfect machine-made heads (Adams 2002:68). The bridge spike could have been employed in heavy structural framing.

Wire Nails. Wire nails (n=33) were collected during the investigation (Figure 6.37f). Wire nails are the most common construction nail of the modern-era. The rise of the wire nail in the United States is tied to development of wire manufacturing. The introduction of barbed wire in 1873 helped spur a spin-off industry in wire nail production (Adams 2002:68). At the beginning of the 1880s, wire nails represented a small but growing portion of the nail market within the United States. By 1892, U.S. production of wire and cut nails was evenly split. A decade later wire nails dominated over 90% of U.S. production.



Figure 6.37. Structural-related items: a. valve handle (SON-13-SF-2); b. doorknob (SON-1-4-2); c. bridge spike (c.SON-13-WF-4); machine-cut nail (d. SON-11-2-9, e. SON-29-2-1); f. wire nails (SON-8-2-1)

Window Glass. Pane glass thickness has been noted to have increased throughout the 1800s, and archaeologists have found glass thickness to be a useful chronological tool (Wieland 2009). Examining pane glass from dozens of historical sites, Moir (1987:73-81) found that pane glass thickness became progressively thicker throughout the 19th century and developed a linear regression model to estimate the date of glass manufacture. Most studies employing this model conclude this technique is only viable until the early 20th century, when the glass industry adopted standards for glass size from 1910 to 1930 (Moir

1983). It is likely that most of the pane glass at the site is derived from windows that date after industry standards were established, and therefore glass thickness analysis is not useful.

Doorknob. One black doorknob was collected in TP 1 Level 4 (Figure 6.37b.). The knob has an opaque black glaze over redware base. This type of knob is typically referred to as a jet in 19th and early 20th century catalog (cf. McLennan, McFeely 1913:1243).

Valve Handle. One valve handle was collected on the surface of the site. The handle would have originally featured six spokes and is 4" diameter and ¾" thick.

Indefinite Use

Indefinite Use artifacts are those can be identified to form or general class (such as a metal can, glass bottle, or metal part) but cannot be definitively assigned to a particular functional group (Activities, Domestic, Personal, and Structural).

Miscellaneous glass. Fragments of amethyst (n=3; MNI=3) amber (n=61; MNI=20), aqua (n=40; MNI=14), bright green (n=1; MNI=1), cobalt blue (n=1; MNI=1), light aqua (n=21; MNI=10), colorless (n=179; MNI=37), light yellow (n=2; MNI=1), and olive bottle glass (n=1; MNI=1) are included here if the bottle function (e.g., personal or culinary) could not be determined. Although it is clear that this material represents containers, the original function of the container could not be definitively determined.

Miscellaneous metal. Bottle crown caps (n=50; MNI=44) were limited to TP 11. The crown cap features a simple metal cap with a corrugated skirt and is the most common bottle closure of the 20th century; typically used with beer and soda bottles (Lindsey 2010). The crown cap was patented in 1892 but did not see widespread use until mid-1910s. Aluminum pull tabs (n=6; MNI=5) were collected at the site. Pull tabs were introduced in the early 1960s and continue to be phased out in the mid-1970s (westerndigs.org 2019). Additional metal artifacts include can fragments (n=71; MNI=6), one can lid, a washer, wire (n=2), unidentified metal (n=16), a barrel rim, hooks (n=2), lids (n=8), a spring, a tack, tin (n=9), and aluminum foil (n=8) that could not be assigned to a functional class. The metal cans and closures may represent food items. The remaining items might represent household furnishings or hardware, machine parts, tools, or other items.

Additional Indefinite Use items. Fragments of leather (n=3) may represent equipment such as horse harnesses, or clothing such as shoes. One battery core was collected as was a fragment of rubber and tar.

Modern

The modern artifact assemblage (n=39; MNI=10) included plastic cordage, label, two lunchmeat bags, a seal, unidentified plastic, and a plastic decoration.

Unidentified

The remainder of the collection contained fragments of glass, ferrous metal, ceramics, and unidentified material that was so broken and badly damaged that it was impossible to assign a probable function or identify beyond material type (n=471). The most common artifact was ferrous metal (n=396) followed by colorless glass (n=63).

Site 35HR95 Faunal Remains

Faunal materials recovered from the site were analyzed by museum staff member Dr. Patrick O’Grady. A total of 78 bones was collected from four test units at the Sonny Site, including two from TP 9, 70 from TP 11 (90%), five from TP 19, and one from TP 23 (Table 6.9). All came from the first three levels of excavation except for TP 11, which continued to produce faunal remains through Level 6. This analysis was unusual in that the number of identified bones proved to be greater than the number of size-classed bones (Table 6.10); usually the opposite is true. The former included 44 cattle (56%), eight pig (10.3%), one dog (1%), and four bird bones (5%). Only twenty-four bones (30.7%) were divided into size classes, all except two originating from Class 5 (deer to sheep-sized), Class 6 (cattle or horse) or somewhere in between (Class 5-6). The other two are Class 2, or squirrel-sized.

Pig bones included premaxilla (n=2), cranial (n=1), vertebral (n=1), rib (n=2), and longbone fragments (n=2), with the majority found in TP 11. The left and right premaxilla fragments came from TP 9 and are consistent with an individual animal in the 100-pound range. Most of the beef bones are vertebral fragments (n=16), with the rest including rib and longbone fragments (n=9 of each), pelvic (n=4), scapula (n=3), one second phalanx, and two sawn fragments. All but one of the beef bones came from Probe 11 in all levels of excavation and the other from TP 19. The bird bones, one shaft fragment and three leg bones (one femur and two tibiotarsii), are chicken-sized. One ulna fragment from a large dog was also found. It and two beef bones had evidence of chewing by a carnivore, likely another dog.

Sawn bones composed half of the assemblage, consisting of three pig bones, five in size class 6, and 31 beef bones. Twenty were cut into sections that ranged in size from ½ inch (chop to thin steak) to 2 ¾ inches (roast bones). One 5/8-inch bone fragment is pork and the rest of the sectioned fragments are beef. The largest sections are pelvic, scapula, and radius portions associated with chuck and blade (forelimb), or round (hindlimb) roasts. Ribs were cut into 1 ¾ to 2-inch sections. The thinner sections in the ½ inch to ¾ inch range are from a humerus, vertebra, and unidentified longbones. The vertebral sections are consistent with higher quality steak cuts, and the cross sectioned longbones with

Table 6.9. Site 35HR95 faunal counts by level.

Level	Test Unit				Total
	9	11	19	23	
1	-	4	4	-	8
2	1	-	-	1	2
3	1	4	1	-	6
4	-	23	-	-	23
5	-	27	-	-	27
6	-	12	-	-	12
Total	270	5	1	78	

Table 6.10. Faunal remains from Site 35HR95.

Taxon	Test Unit				Total
	9	11	19	23	
<u>Mammalia</u>					
Bovine	-	43	1	-	44
Swine	2	5	-	1	8
Canine	-	1	-	-	1
<u>Aves</u>					
Unidentified	-	4	-	-	4
<u>Size-Classed</u>					
Class 1	-	-	-	-	-
Class 2	-	2	-	-	2
Class 3	-	-	-	-	-
Class 4	-	-	-	-	-
Class 5	-	3	-	-	3
Class 5/6	-	2	1	-	3
Class 6	-	10	3	-	13
Total count	2	70	5	1	78
Unaltered	2	69	4	1	76
Calcined	-	1	1	-	2

Class 1 = mice, vole; Class 2 = rat, squirrel; Class 3 = rabbit, raccoon; Class 4 = coyote, badger; Class 5 = deer, sheep; Class 6 = cattle, elk

lower quality cuts of meat. All are too fragmented to make much more of this line of inquiry. Several beef bones exhibited the irregular striations and false starts that are consistent with hand sawn butchering processes, but the majority had uniform striations that suggest commercial butchering using a bandsaw. The hand sawn bones included a rib midsection from TP 11 level 3, and a humerus midsection and pelvic fragment were collected from level 6 of the same unit.

The faunal assemblage from the Sonny site indicates common domestic species were consumed at the location that include beef, pork, and probably chicken. Hand sawn bones may indicate that some on-site butchering occurred, but most of the meat was processed commercially. Premaxilla and cranial fragments from a pig may originate either from butchering or making head cheese, and the 2nd phalanx of a bovine could also be waste from butchering or from consumption of cow feet. Other portions of the pig and bovine carcass indicate a variety of cuts were consumed. There is no clear evidence for wild species at this site. The ulna of a dog was recovered, but the absence of chewing on most faunal remains suggest that dogs were either not kept as pets or not fed table scraps. The quantity of bones recovered from TP 11 and the depth of recovery indicates that a trash or compost pile existed nearby but not a burnpile, since only two bones (2.6%) show evidence of thermal alteration. One is from TP 11 and the other from TP 19.

Site 35HR95 Cultural Assemblage Summary

Time-sensitive artifacts in the cultural assemblage span the late 19th and 20th century (Table 6.11). It is particularly noteworthy that there is significant overlap of time-diagnostic artifacts from ca.1900 to ca.1940. Development within the project area appears to correspond with the construction of the Sonny rail stop around 1912. Historic air photos show a series of structures on a 1939 image, two decades later, an aerial photo of this location shows that these buildings had been removed. This suggests a period of residential site activity spanning ca.1910-ca.1950; the artifact assemblage roughly brackets this period. However, there are a number of artifacts in the assemblage that post-date this period, most significantly the presence of post-1960 aluminum pull tabs in TP 11. This may indicate that the dense refuse deposit encountered in TP 11 reflects clearing the site of early 20th century debris and using Pit 3 as a convenient dumping location.

The artifact assemblage included Structural material such as nails and window glass. Spatial analysis of this material shows high artifact concentrations in proximity to TP 3, as well as, TP 8, 11, and 13 (Figure 6.38). These units (except TP 11) are in proximity to building locations shown on the 1939 air photo. The spatial distribution of Activities, Personal, and Domestic items (Figures 6.39-6.41) shows that artifacts were clustered in TP 11 (Locus 5), TP 3 (Locus 2), and TP 13 (Locus 3). Domestic items were also found in higher concentrations in the Locus 1 swale locality (TP 2).

Domestic items such as ceramic tableware, drinking vessels and furnishing were encountered. Some of these items such as pressed glass suggests an upper- or middle-class household. Other upper- and middle-class consumer goods include stemware, the ornate button, the clock, and vertebral bone remains indicative of expensive cuts of meat. However, there are also items that reflect working class households such as a kaolin pipe and tool items such as threading die and detachable chain link usually associated industry.

Table 6.11. Age range of time-diagnostic artifacts at Site 35HR95.

Description (Cat. #)*	1800	1800	1800	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Yellowware (1-4-3)	←															
Relief Handle (14-1-4)	←			?												
Decal-Decorated WIE*	←														?	
Kaolin Pipe (11-3-9)	←															
Pocket Knife (11-4-25)	←															?
Clock Plate (Son-11-4-31)	←															
Mason Jar (11-SF-1)	←															
Stoneware (11-5-5)	←															?
Paneled Grape Vessel*	←															?
Japanese Porcelain*																
Union Button (13-1-2)																?
Nursery Cup (11-3-8)																?
Flowerpot (7-1-1)																?
Medicine Bottle (11-4-8)																
Toothpaste Cap (11-4-28)																?
Barber Dime (11-5-47)																
Self-Sealing Jar (11-6-10)																→
Smith Porcelain (11-5-3)																
Model-T Valve (4-2-1)																
Tobacco Tin (11-5-43)																
Wrench (3-2-1)																?
K.T. and K. WIE (11-6-3)																
Wheat Penny (5-1-1)																
Pond's Jar (11-2-4)																?
PCGC Jelly Jar (11-4-7)																
PMR Bavaria (11-5-1)																
Clorox Bottle* (2-2-1)																
Shotgun Shell (3-2-3)																
Washboard (1-4-4)																?
Tobacco Tin Lid (11-2-5)																
Pull tab																→
Crown cap																

*Refer to the report text and Appendix B artifact catalog for artifact identification and catalog numbers.

? Question mark denotes an age limit boundary that is poorly defined

←→ Arrows indicate a boundary that extends past the limits of this chart

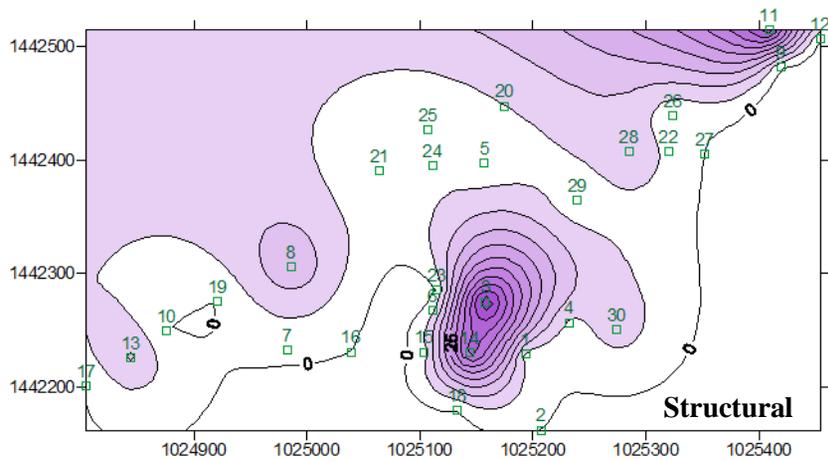


Figure 6.38. Structural artifact distribution (purple indicates high density areas).

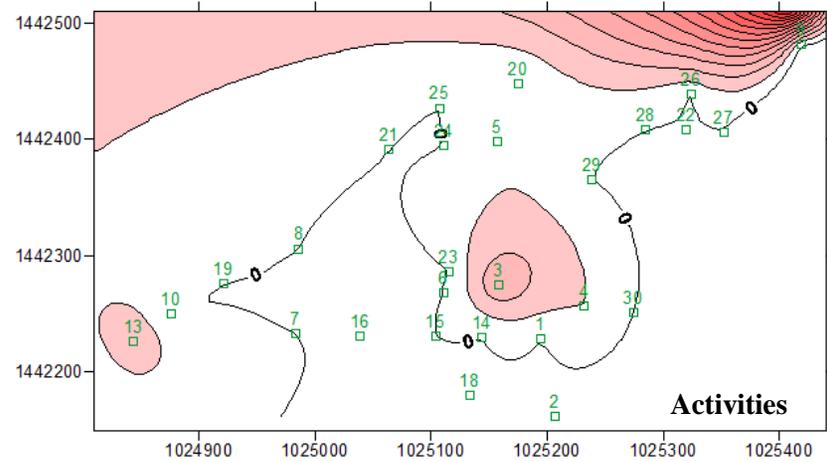


Figure 6.39. Activities-related artifact distribution (red indicates high density areas).

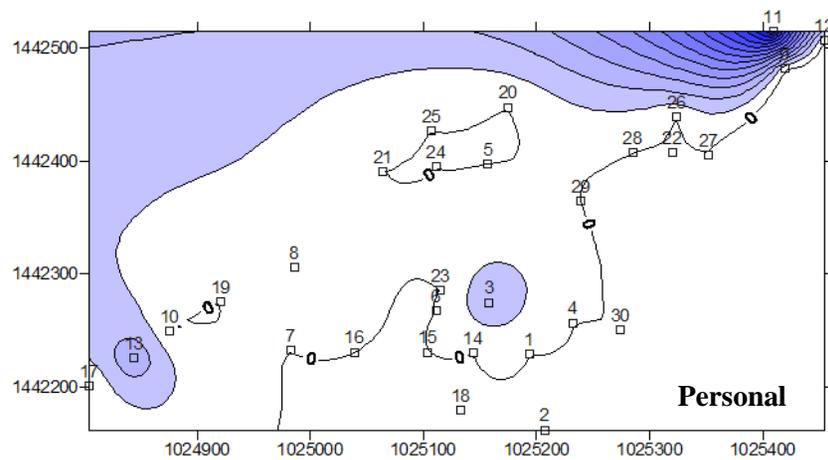


Figure 6.40. Personal artifact distribution (blue indicates high density areas).

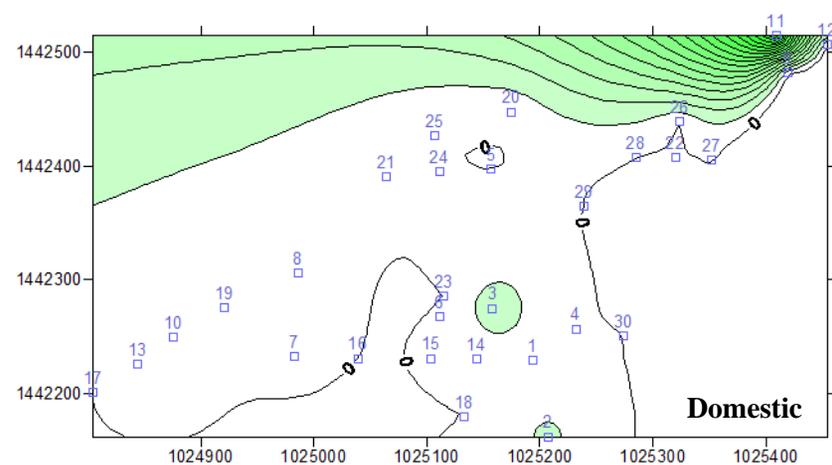


Figure 6.41. Domestic artifact distribution (green indicates high density areas).

Site Summary 35HR95

A formal evaluation of the National Register significance of The Sonny Site (35HR95) was conducted. The site contains historic features and debris associated with the Sonny rail stop and Mitchell Point Lumber Company operations in the early part of the 20th century. Several foundations and pit features were previously recorded at site 35HR95 (Connolly and Knowles 2011; Tasa et al. 2007). Features documented during the current field investigation include a linear dry stacked rock retaining wall along the eastern border of the site south of the HCRH, two dry stack rock wall dugout foundation remnants, a rectangular area with an earthen berm on the north side, a graded area, and five pits of varying diameter and depth. One of the pits, Pit 3, may have been a privy location. Two refuse scatters, one in a swale south of the Columbia River Highway just west of the dry stacked retaining wall and one centered around Pit 3, were also noted. Evidence for other built features at the site include active trails and abandoned grades, including a trace of The Dalles to Sandy Wagon Road (Site 35HR128).

The site is situated on land homesteaded by Conrad Repp (a German immigrant) who acquired 144 acres west of Mitchell Point as part of a cash sale on March 1, 1892. Repp never developed the parcel and the site probably initially served as the Sonny railroad siding. The rail stop was established in the 1910s to accommodate access to the home of Charles and Helena Parker at Little Boy Ranch approximately 300 meters to the east. Shortly after, the property was purchased by a cooperative headed by Anton A. Lausmann, a successful lumber magnate who built corrals near the rail stop to take advantage of the need to pasture livestock transported by train from eastern Oregon into the Willamette Valley. Lausmann and his company, the Mitchell Lumber Company, established the Newby Mill a few miles south of Site 35HR95. A flume was constructed from the mill north to the railroad station at Sonny to facilitate the transportation of lumber for distribution via the railroad. Lausmann eventually donated the land to the Columbia Gorge Commission in 1954 who in turn bequeathed the parcel to Oregon State Parks in 1961. The remnant structures (dugout foundations, pits, graded areas, rock wall, etc.) were likely associated with a small lumber town that grew up around the rail stop in the early part of the 20th century.

A preponderance of domestic items (18% of total MNI) was collected. Domestic materials, including food-related artifacts, glassware, ceramic tableware, home furnishings, decorative items, and clothing items, suggest Site 35HR95 supported households at one time. These items are consistent with artifact expectations for residential communities. Artifacts typical of lower class and middle to upper class households were represented, suggesting more than one household resided in the community.

Items related to specific activities are relatively few. Some of the identified artifacts in the Activity group hint at lumbering activities (threading die, chain link belt, tractor exhaust rain cap). Other identified artifacts related to specific activities include a wrench, two horseshoes, coins, a shotgun shell, automotive-related items, and a pocket knife. This second group of artifacts are more indicative of a residential camp or homestead location.

Personal artifacts are relatively few, but notably include marbles, clothing items, a clay tobacco pipe and tobacco tin, and health related items including toothpaste, face cream, and a medicine bottle. No alcohol related artifacts were identified at the site.

Numerous structural artifacts (29% of total MNI) were found. The assemblage included nails, asphalt shingles, pane glass, bolts, a door knob, a valve handle, brick, a tile fragment, and a bridge spike. Structural materials were concentrated in the graded area, in Pit Structure (dugout foundation) B, near Pit Structure (dugout foundation) A, and in Pit 3 – the possible privy. Built structures are visible on 1939 aerial imagery in the graded area and at Pits A and B. The artifacts here are likely in situ deposits. No structures are known near Pit 3; instead this feature may have served as a privy for residents at Sonny.

Most of the time diagnostic materials date from ca. 1910 through 1950. This timeframe is consistent with historic records which show structures present in the area as late as 1939 but removed by 1958. Extant pit features representing dugout foundations likely represent the remains of these structures. Approximately 47% of the entire cultural assemblage and 41% of the diagnostic artifact assemblage was recovered from Pit 3 – the possible privy feature. Artifacts were present from 0 to 60 cm below the surface but mainly found at a depth of 30-50 cm below the surface. The age range and distribution of artifacts in this feature suggest residents may have used this area to dispose of household items. The dry stacked rock wall bordering the eastern site boundary could be associated with the lumber flume that ran from the Newby Mill to the Sonny rail stop.

Site 35HR95: National Register Eligibility and Recommendations

Consideration of significance and eligibility for nomination to the National Register of Historic Places is based on the four criteria outline below. A determination of eligibility is key to developing appropriate management actions with respect to the resource.

Criterion A—Is the resource associated with events that have made a significant contribution to the broad patterns of our history: Based on available evidence, the site was the location of a handful of residential houses from ca. 1910 through the 1950s. A rail stop was established at Sonny in the early 1910s. During Site 35HR95's period of potential significance, the land was owned by the Mitchell Point Land Company (renamed to the Sonny Land Company in 1926), a cooperative run by the Lausmann family and their associates, who owned several hundred acres near Mitchell Point from ca. 1915 through 1954. Anton Lausmann also owned the Mitchell Point Lumber Company which established the Newby Mill a couple of miles to the south; an associated flume diverted water from Perham Creek and Mitchell Creek to facilitate the movement of timber from the mill to the railroad siding at Sonny. Lausmann also constructed animal pens at Sonny to capitalize on the need for feeding and watering livestock as they were transported between Eastern Oregon and the Willamette Valley. The Historic Columbia River Highway was opened at Sonny in 1920 and bisected the site, with driveways appearing to connect the highway with structures on the property.

Historically, Sonny may have housed workers of the Mitchell Point Lumber Company or highway laborers. Artifacts and features identified at Site 35HR95 include numerous structural artifacts and features and a wide breadth and diversity of domestic artifacts suggestive of a residential community between ca. 1910 and ca. 1950. The site was related to the lumber industry, served as stop on the railroad, and was located along the Historic Columbia River Highway – a road listed in the National Register of Historic Places in 1983, named a National Historic Civil Engineering Landmark by the American Society of Civil Engineers in 1984, recognized as a National Scenic Byway-All American Road in 1999, and designated a National Historic Landmark in 2000 (Hadlow 2000; Smith 1984). The lumber and transportation industries drove the important economic developments in the Columbia River Gorge in the late 19th/early 20th century. Site 35HR95 is recommended eligible under Criterion A.

Criterion B—Is the resource associated with significant historical persons: The residents at Sonny were likely laborers and their families; because the land was owned by a company rather than individuals, no persons of note can be directly linked to the site. The land-holding company was associated with Anton Lausmann, who made significant contributions to the lumber industry throughout the state of Oregon during his lifetime. However, the site is not the location of any of the several mills Lausmann and his partners built and managed, nor did it serve as a residence for him. Therefore, the site is not considered eligible under Criterion B.

Criterion C—Is the resource distinctive with regard to design, construction or the work of a master: All standing structures associated with Site 35HR95 were removed prior to 1960. The remaining dugout foundations, dry stacked rock wall, possible privy, and manipulated surfaces are not distinctive. The foundations and dry stacked retaining wall are typical and representative of early 20th construction in the Columbia River Gorge. The site is therefore not considered eligible under Criterion C.

Criterion D—Does the resource have potential to yield information important in history or prehistory: Site 35HR95 contains the remains of built elements and associated domestic, personal, structural, and industrial materials. The archaeological deposit is shallow, intact, and exhibits informative spatial patterning to identify the essentials of the site plan.

The camp apparently included both rock-lined dugout structures with features like doors and windows. The arrangement of different structures at the site may reflect the organization of personal work space. The artifact assemblage includes items relating to personal care, food remains, food containers, glassware and ceramics, which can provide information on personal grooming and dietary habits. The presence of toys (marbles) and a tobacco pipe and tin suggest multi-generational habitation and may provide insight into recreational pursuits. The presence of industrial elements related to the logging industry (exhaust rain cap and chain link belt) may aid in the refinement of the functional context of this site.

Site 35HR95 has integrity, the preserved remains of structural features, and a varied cultural assemblage with the potential to add significantly to our understanding of historical developments in the Columbia River Gorge. The site is recommended eligible under Criterion D.

Testing and Evaluation of Site 35HR134

Site 35HR134 is a complex of dry stacked rock walls, concrete footings, graded terraces, and historic domestic and structural artifacts in discrete locations amidst a forested setting. A dry stacked rock wall borders the south edge of the entry road to Mitchell Point parking lot. South of this are poured concrete footings that once supported a four-unit motel; this in turn is backed by a stacked and mortared boulder wall that fortified a higher terrace where a large lodge-like house and associated outbuildings stood. Rental cabins were once present in the area immediately to the east, and a gas station and sandwich shop that served travelers on the Columbia River Highway were located within the current footprint of the paved parking area.

The site is located at the western base of Mitchell Point, and is accessible from the Mitchell Point Overlook exit off I-84 eastbound at MP 58.4 (Figures 7.1 and 7.2). The paved viewpoint parking lot now obscures part of the HCRH along its eastbound approach to Mitchell Point and portions of site 35HR134. The site footprint partially overlaps with Mitigation Area 3, where invasive plant removal was initially planned (Figure 7.3). This mitigation parcel has been dropped from the project and Site 35HR134 will not be impacted by vegetation rehabilitation.

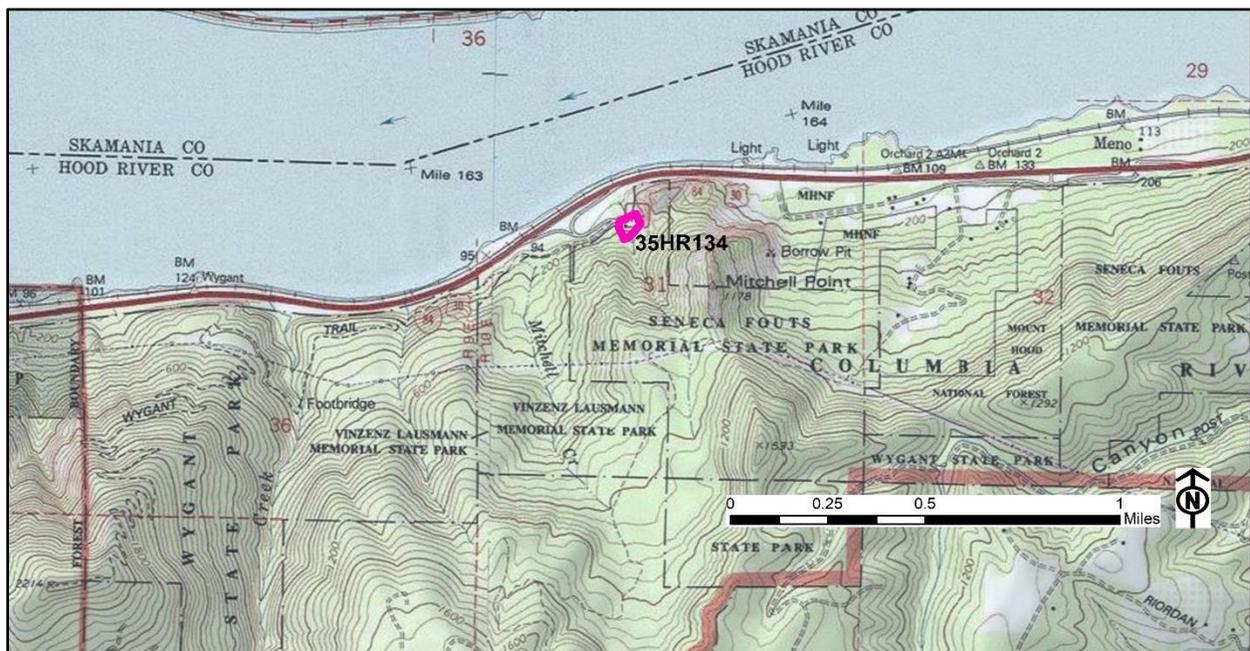


Figure 7.1. Location of Little Boy Ranch/Mitchell Travel Stop (35HR134) in Seneca Fouts Memorial State Natural Area, Hood River County, Oregon (Hood River 7.5' and Mt. Defiance 7.5' USGS quadrangle maps).



Figure 7.2. Site 35HR134 at the base of Mitchell Point along I-84.



Figure 7.3. Mitigation Area 2 (green) in relation to Site 35HR134 (pink).

Measuring approximately 120x90 meters, the site is bordered to the east by Mitchell Point and the Mitchell Point summit trail, to the north by the HCRH, to the south by remnant traces of The Dalles to Sandy Wagon Road (35HR128), and to the west by an ephemeral creek. The site is located within Seneca Fouts Memorial State Natural Area and is managed by Oregon State Parks. Its legal location is the SE ¼ of the NW ¼ T3N R10E Section 31, Willamette Meridian, and centered at UTM coordinates 607500E, 5061935N (Zone 10, NAD83).

The dry stacked retaining wall bordering the southern shoulder of the HCRH extends westward from a large Douglas fir tree at the corner of the parking lot the highway edge for approximately 72 feet to an intermittent stream flowing downhill to the north (Figure 7.4). The stream crosses under the old highway near its confluence with the Mitchell Point Overlook entrance road. Overgrown English ivy obscures the western portion of the rock wall.

On the terrace immediately south of the retaining wall bordering the HCRH, concrete footings representing the northern (ca. 50 feet), eastern (ca. 20 feet), and southern (ca. 160 feet) edges of the four-unit motel foundation are visible (Figure 7.5). A second segment of ivy-covered dry stacked rock retaining wall parallels the wall along the HCRH behind the motel foundation. This segment measures approximately 60 feet east-west.

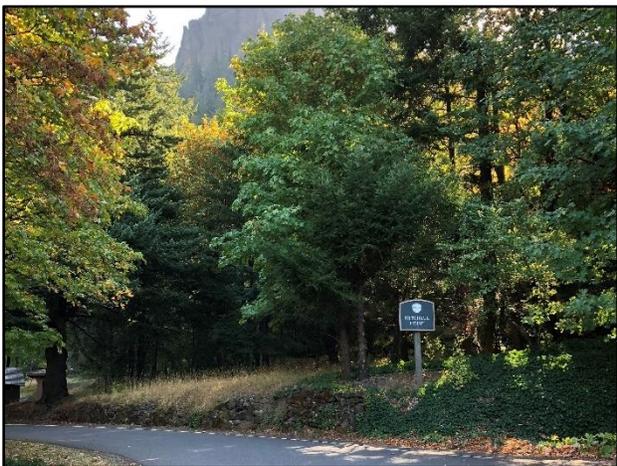


Figure 7.4. Dry stacked retaining wall on the southern edge of the HCRH at Site 35HR134 (view southeast).

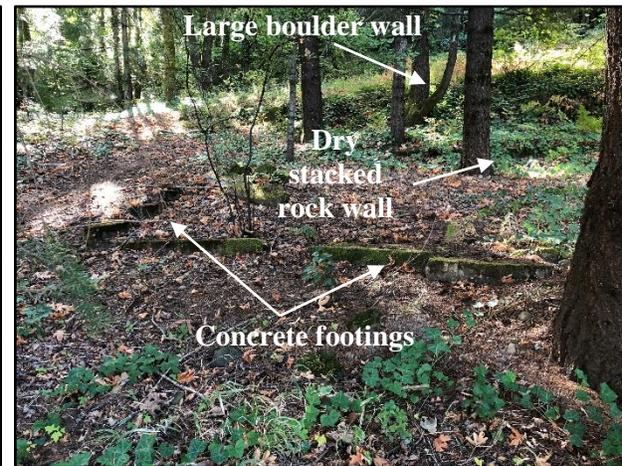


Figure 7.5. Concrete footings on the terrace above the HCRH-bordered retaining wall (view south).

Another flat terrace lies to the south of the second dry stacked rock wall; this was originally the front yard of the large lodge built at Little Boy Ranch in the 1910s. The yard is backed by a large boulder and mortar retaining wall partially covered in ivy to the south. The wall extends approximately 80 feet east west, with an indentation to accommodate some feature that no longer exists – possibly a shed or root cellar. A 3-foot-deep pit remains here that is ca. 12x6 feet in size. In one location along the large wall, a piece of rebar is embedded (Figure 7.6). The original lodge house was located on the terrace above the boulder and mortar wall. All three of the terraces and retaining walls described here are visible on an undated historic photo of the property (Figure 7.7).



Figure 7.6. Detail of boulder and mortar retaining wall with rebar.



Figure 7.7. Undated historic photo of the Little Boy Ranch lodge property and associated landscaping.

A galvanized metal tank is located due west of the large boulder retaining wall at the eastern bank of the intermittent stream. Its purpose remains unclear, but it may represent a secondary deposition as a light scatter of cans and bottles was also observed downslope of the terrace along the edge of the stream.

A road trace is visible to the south of the terrace with the original lodge house that connects the eastern bank of the intermittent stream to the Mitchell Point summit trail. The trace may represent an extension of The Dalles to Sandy Wagon Road—which Connolly et al. (2013) identified west of the stream—or could be an old driveway or other access road. A concrete slab is present at the southwest corner of the trace and the trail (Figure 7.8). The feature measures ca. 8.5x9 feet with an 8-inch drain in the center of the slab oriented east-west. A wooden sign that reads “Power Plant” is tacked to a young (<100 years old) tree to the east of the slab.

East of the motel foundation, a trace of path is still visible. This path once supported a trellis covering numerous steps leading up from the Columbia River Highway to the lodge atop the hill but now exists as a gentle slope.

A fourth segment of dry stacked rock wall is present along a remnant terrace north of a paved landing with a memorial plaque and picnic table (Figure 7.9). The segment measures ca. 26 feet and is oriented east-west. When “Babe” Tenney ran the Roadhouse Joint, this location housed 10 tented rental cabins perched above the ground on two consecutive terraces (Figure 7.10). It is likely that the ivy-covered terrace to the south also covers a fifth segment of rock wall, but without pulling back the existing vegetation, that supposition remains speculative.

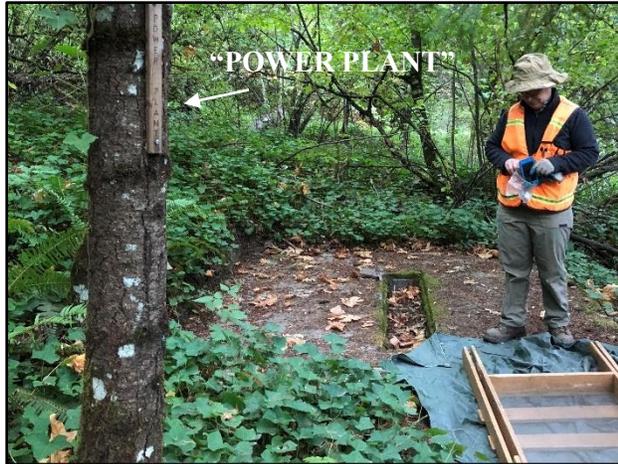


Figure 7.8. Cement slab with drain at the southern edge of Site 35HR134 (view west).



Figure 7.9. Dry stacked rock wall south of the paved picnic area (view south).



Figure 7.10. Detail of circa 1930s photo of Elsie “Babe” Tenney’s campground cabins at the base of Mitchell Point.

Field Investigations at 35HR134

Archaeological testing of Site 35HR134 was conducted between September 25 and September 27, 2018. Megan Culbertson, Rick Jensen, Julia Knowles, Kaylon McAlister, and Kevin Wright acted as field technicians; fieldwork was supervised by Jaime Kennedy. Testing consisted of excavating 25 individual 50x50 cm test units that were hand dug in 10 cm levels to 50 cm below the surface or to two consecutive sterile levels if cultural materials were present below 30 cm. Excavated sediments were passed through 1/8-inch hardware mesh and all recovered cultural materials were collected for laboratory analysis. Rather than organizing the test units on a 10-meter interval grid, the excavation locations were targeted to investigate locations of known historic resources as indicated by pre-field background research (Figure 7.11).

English ivy covered the surface across approximately 50% of the site and obscured structural features and limited ground visibility. Onsite vegetation was dominated by Douglas fir trees; at least three Douglas fir trees currently growing on the site are also visible in an array of historic photographs. These include the large Douglas fir tree at the eastern end of the HCRH-bounded retaining wall and the two large Douglas fir trees at the eastern end of the Little Boy Ranch lodge house. Their position assisted in

orienting the location of test units in and around structures visible on those images. Observed vegetation also included bigleaf maple, vine maple, poison oak, rose bushes, vinca, ferns, and other forbs and grasses.

Test units were hand excavated to a maximum depth of 95 cm below the surface (Table 7.1). Wyeth very gravelly loam covers the entirety of the site (NRCS 2019). The rocky substrate associated with this soil type prevented the use of an auger to investigate more deeply buried deposits. Rock impasses were met in TPs 8, 10, 14, 18, 20, and 25 at varying depths between 36 and 95 cm below the surface. Excavated sediments were typically identified as medium brown silt colluvium with 25-80% subangular gravels and cobbles. In some instances, rocks increased with depth, in others the matrix was consistently rocky from the surface to the depth of termination. In test units where digging exceeded 60 cm, cultural materials were occasionally knocked into the hole from upper levels when attempting to remove sediments from the lowest levels. These instances are identified in Table 7.1. Cultural materials were present at depths up to 90 cm in TP 8, but culturally sterile levels were encountered below 70 cm across the rest of the site.

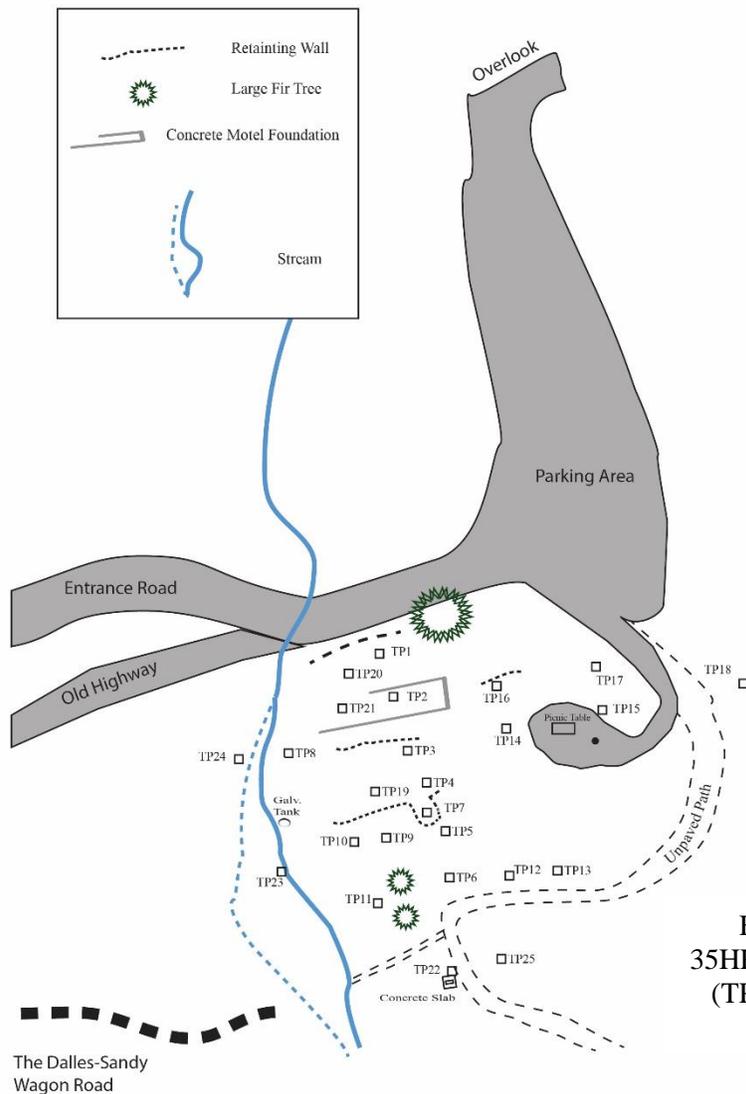


Figure 7.11. Sketch map of Site 35HR134 including feature and test unit (TP 1-25) locations (map oriented to magnetic north).

Table 7.1. Test units at 35HR134.

		Probe No.																								
10 cm Level	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
1	*	H	H	H	H	-	H	H	H	-	-	H	H	H	-	H	H	-	H	*	-	H	-	-	-	
2	H	*	*	H	H	H	H	H	*CS	-	-	H	*	H	-	H	H	-	-	H	-	H	-	-	-	
3	-	*	H	H	*	H	H	H	///	H	-	H	H	H	H	H	H	-	-	*	-	H	-	-	*	
4	-	-	H	H	-	H	-	H	///	-	-	H	-	H	*	-	-	/// ^R	-	-	-	*	-	-	/// ^R	
5	-	-	H	*	-	-	-	H	///	H	-	H	-	H	H	*	-	///	-	/// ^R	-	-	-	-	///	
6	///	///	-	*	///	-	///	*	///	-	///	H ^{WF}	///	*	*	-	///	///	///	///	///	-	///	///	///	
7	///	///	*WF	-	///	-	///	H	///	-	///	H ^{WF}	///	H	-	-	///	///	///	///	///	///	///	///	///	
8	///	///	-	-	///	///	///	H	///	/// ^R	///	///	///	-	H ^{WF}	///	///	///	///	///	///	///	///	///	///	
9	///	///	///	///	///	///	///	H	///	///	///	///	///	-	///	///	///	///	///	///	///	///	///	///	///	
10	///	///	///	///	///	///	///	/// ^R	///	///	///	///	///	/// ^R	///	///	///	///	///	///	///	///	///	///	///	
Final Depth	50	50	80	80	51	70	50	90	15	75	50	80	50	95	80	70	50	30	50	46	50	60	50	50	36	

- = sterile /// = not excavated H= historic artifact
 * = indeterminate age artifact ^R = rock impasse
 WF = wall fall CS = concrete slab (foundation/patio?)



Figure 7.12. Looking north towards TPs 3, 2, and 1 from TP 4.



Figure 7.13. TP 2 north wall profile.



Figure 7.14. Location of TP 7 at 12x16 ft pit (root cellar/shed?).



Figure 7.15. Example of mortar fragments recovered from TP 6.



Figure 7.16. Concrete foundation/patio slab at 15 cm below the surface in TP 9.



Figure 7.17. Brick, mortar, and chimney rock in TP 10.

TPs 1 and 20 were excavated immediately south of the HCRH retaining wall in what would have been the parking area for the four-unit motel constructed in the 1940s (Figure 7.12). The upper 5 cm of sediment was angular road gravel (1/4 minus) with larger gravels and cobbles present below that depth. Artifacts recovered from the parking area included a fragment of white improved earthenware ceramic (WIE), a carpet fiber, a fragment of colorless bottle glass, several wire nails, a can fragment, and wire fragments. Cultural materials were recovered in levels 1, 2 and 3.

TPs 2 and 21 were located within the footprint of the four-unit motel. Fewer gravels were present here than in the test units excavated in the parking area (Figure 7.13). Cultural materials were limited to the upper 30 cm of deposits and included numerous nails, a staple, and a colorless glass bottle fragment.

Three test units, TPs 3, 4 and 19, were excavated in the terrace to the south and above the motel; this area likely served as a yard for the large lodge house south of the terrace in the 1910s-1940s, and a backyard for the motel beginning in the 1940s. Soils in this vicinity were typified as dark brown loam with approximately 50% gravel overlying a grey silt stratum that was encountered below 30 cm. TP 19 contained only amber glass fragments in level 1. TPs 3 and 4 yielded window pane glass, porcelain, wire nails, fragments of WIE, brick, colorless glass bottle fragments, a spring, a toy truck, ferrous metal, and plastic.

TP 7 was excavated in the pit visible along the northern edge of the large boulder retaining wall (Figure 7.14). The sediments at this location were similar to soils observed elsewhere on the site—brown silt with approximately 50% gravels and cobbles. Window pane glass, an amber glass bottle fragment, and a metal pipe fragment were found in the upper 30 cm of the unit.

Two probes, TP 5 and 6, were placed in the east yard of the lodge house location. Soils here were classified as dark silt loam with an organic component in the upper 20 cm and lighter brown silt below that depth. Cultural materials were recovered in the upper three levels of TP 5 and upper four levels of TP 6. Recovered artifacts included amber, colorless, and ruby glass fragments terracotta pottery sherds, mortar, wire nails, and an O-ring (Figure 7.15).

TPs 9, 10, and 11 were excavated within the footprint of the lodge house. This area was covered in English ivy. TPs 9 and 10 were placed in front (north) of the house and TP 11 was excavated between the two large Douglas fir trees on the east side of the lodge. TP 11 contained no cultural materials. Wire nails, an amber glass bottle fragment, and a piece of linoleum were recovered from the upper 10 cm of TP 9 and a concrete patio/foundation slab was encountered in level 2 at a depth of 15 cm below the surface (Figure 7.16). This test unit was abandoned because the concrete foundation/patio appeared to radiate several meters from TP 9. TP 10 contained brick and mortar fragments and large cobbles that look like chimney rock (Figure 7.17). TP 10 appears to be the location of one of the two large chimneys that flanked the lodge house. Excavators noted that the brick and mortar fragments were mixed with boulders, cobbles, and gravels in a rubble pile below 50 cm. If a chimney was present at this location, it had been previously dismantled, and the feature is no longer intact.

TP 8 was placed in the light refuse scatter at the eastern edge of the intermittent stream. Sediments were classified as light brown silt loam, but there was very little dirt in the matrix. A large number of cans, bottles, tins, and lids were recovered from the test unit in levels 1-9 (Figure 7.18). Level 1 also included eggshell, and a deodorant jar was found in level 9. A rock impasse at 90 cm prevented excavations from continuing below level 9.

TPs 12 and 13 were excavated on the northern edge of the Mitchell Point summit trail east of the lodge house (Figure 7.19). A duff layer was observed in the upper 20 cm of deposits with medium brown, compacted silt below 20 cm. Artifacts were present in the upper 30 cm of TP 13, but TP 12, which was



Figure 7.18. Bottle in TP 8 Level 7.



Figure 7.19. View west toward TP 14.

positioned closer to the lodge house location, contained cultural materials from 0-70 cm below the surface. TP 13 yielded one amber and one aqua glass bottle fragment, a wire nail, and a metal bracket. Artifacts recovered from TP 12 location included window pane glass, bright green, dark olive, and colorless bottle glass, wire nails, salt glazed stoneware, WIE, and a wire nail.

Four test units, TP 14 through TP 17, were placed south of the modern parking lot in the area where 10 platformed cabins were present on two flat terraces. Sediments on these terraces consisted of very compact silt with approximately 50% angular gravels and cobbles (Figure 7.20). TP 14 and TP 15 were located on the upper (southern terrace) on the east (TP 15) and west side (TP 14) of the paved picnic area. These test units contained artifacts in levels 1-6 and 1-7 respectively. TP 16 was placed immediately south of the rock wall fragment visible in this portion of the site about 10 meters north of TP 14 and TP 17 was located on the east side of the lower terrace about 10 meters north of TP 15. TP 16 yielded cultural materials to a depth of 50 cm, and artifacts recovered from TP 17 were limited to the upper 30 cm of deposits. The historic assemblages in all four test units were similar and included window pane glass, colorless glass bottle fragments, wire nails, bolts, a door knob, porcelain, an opaque jar fragment. A piece of plastic in TP 17 level 3 suggests some degree of disturbance here.

TP 18 was excavated in a grassy area east of the Mitchell Point summit trail next to a heritage rose bush. The sediments were described as very compact brown silt with 30% angular gravels near the surface and up to 80% gravels at 50 cm. No cultural materials were present.

TP 22 was excavated about one-meter east of the concrete slab “Power Plant” feature. Here, soils were described as sandy loam with >50% gravels in the matrix. Artifacts were recovered to a depth of 40 cm and included privacy glass, a metal pipe fragment, a screw, wire fragments, a Pyrex fuse plug, wire nails, and a metal spring.

TP 25 was located approximately 10 meters east of TP 22, south and east of the Mitchell Point summit trail. The upper 30 cm of deposits consisted of brown silt with approximately 50% gravels. At 30 cm there was a sharp transition to yellow brown silt loam sediments and a rock impasse led to an early termination of the test unit at 36 cm below the surface. The only artifact recovered was one wire nail in level 3.



Figure 7.20. TP 14 south wall profile.



Figure 7.21. TP 24 south wall profile.

Two test units, TPs 23 and 24, were placed west of the intermittent stream to test the horizontal boundary of the cultural materials. Here, forest duff was intermixed with the brown silt and rock observed elsewhere at the site (Figure 7.21). Both TP 23 and TP 24 were negative for cultural materials indicating the intermittent stream accurately reflects the western boundary of Site 35HR134.

Site 35HR134 Artifact Assemblage

Cultural material observed and collected during archaeological investigations at the Little Boy Ranch/Mitchell Travel Stop site included historic artifacts, items of indeterminate age, and modern debris. A total of 1049 artifacts representing approximately 250 minimum number of items (MNI) was collected from exploratory probes including historic (MNI=127), modern (MNI=6), and items of indeterminate age (MNI=117).

The artifacts retrieved from archaeological investigations included an assemblage of domestic, personal, structural, and indefinite use objects, as well as modern material. The artifact assemblage was separated into the broad functional groups following the Sonoma Historic Artifact Research Database Classification system (Anthropological Studies Center 2010). These groups include (a) Activities, (b) Domestic, (c) Indefinite Use, (d) Personal, (e) Structural, and (f) Undefined Use. Within functional groups, artifacts were further identified by material (i.e., ferrous metal and aqua glass) and item description (i.e., bottle, plate, and knife). Each artifact or artifact lot (i.e., bulk artifacts such as glass) received a unique catalog number corresponding to location (unit number, and level).

Activities

No cultural materials recovered from test excavations at 35HR134 were classed to the Activities functional group.

Domestic

The Domestic group represents 8.4% of the overall assemblage and contains 21 items. Artifacts in the Domestic group consist of a Clorox bottle, ceramics, soda bottles, a mayonnaise jar, a Spam can, can lids, and a furniture caster.

Clothing Maintenance

Clorox Bottle. Artifact TP-8-2-8 was recovered in level 2 of TP 8. It is an amber Clorox bottle represented by several fragments. One fragment has a distinct embossed “X” above a raised horizontal seam line and a grain texture on the shoulder suggesting the bottle dates from 1951 to 1962 (The Clorox Company 2019).

Food Preparation and Consumption

WIE. Three fragments of WIE were collected during excavations. One fragment recovered in TP 3 level 3 (TP-3-3-5; Figure 7.22a) featured an underglazed decoration with transfer print. Transfer print decoration was popular into the late 19th century. The remaining two WIE fragments were collected in TP 12 (TP-12-4-1; TP-12-5-5). They were undecorated with a white glaze. None of the WIE fragments at Site 35HR134 could be identified as a specific vessel as they lacked any distinguishable rim, edge, or base portion.

Porcelain. Two fragments of porcelain were recovered. Six fragments representing one vessel of blue-on-white Japanese porcelain exhibited a white heron design element (TP-15-3-1) were found in TP 15 level 3 (Figure 7.22c). Most Japanese porcelain was sold between 1880s and late 1930s. The popularity of Japanese porcelain continued in the United States following World War II (Maryland Archaeological Conservation Laboratory 2008b). One undecorated, non-diagnostic porcelain fragment was also present in level 1 of TP 3 (TP-3-1-2; not pictured).

Stoneware. One fragment of unidentified salt glazed stoneware was collected (TP-12-5-4; Figure 7.22b). Stoneware is a vitreous or semi-vitreous ceramic made from fine, dense clays fired in a kiln at a high heat (2200° to 2400° Fahrenheit). Salt was added during the firing process, and once vaporized in the kiln, would provide the wares with a glaze that was safe and effective for home-use. Stoneware vessels were often used for storing or cooking foods, being durable to use on a wood stove. By the early to mid-1860s in Oregon, the manufacture of redware declined and stoneware became the preferred utilitarian ceramic (Schmeer 2010: 56).

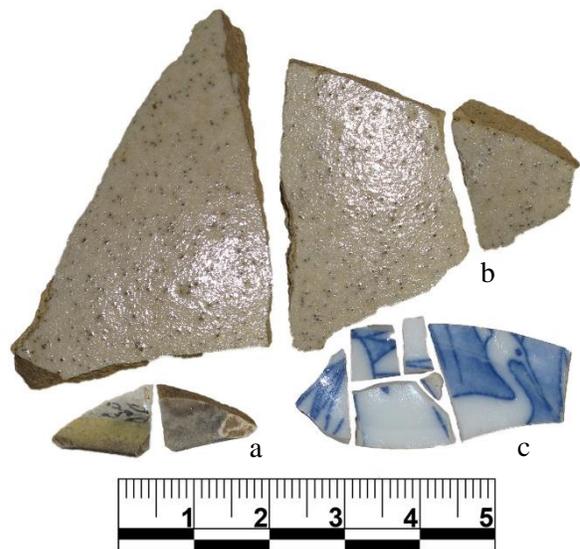


Figure 7.22. Domestic ceramics: transfer-printed WIE (a. 3-3-5); stoneware (b. 12-5-4); blue-on-white porcelain (c.15-3-1).



Figure 7.23. Domestic food-related artifacts: a. Sunkist lemonade concentrate can (8-7-3; inset is a detail of 1950s-era ad for Sunkist lemonade); b. grape concentrate can (8-7-2); c. Hood River juice can (8-1-7); d. mayonnaise jar lid (8-2-4); e. Bireley's soda bottle (6-3-3); f. Karo syrup bottle base and shoulder fragments (8-8-2). 60% size.

Food and Food Storage

Food. Several food containers were recovered from TP 8. This assemblage included one Sunkist lemonade concentrate can (TP-8-73; Figure 7.23a), one concentrated grapeade can (TP-8-7-2; Figure 7.23b), one Hood River apple juice can (TP-8-1-7; Figure 7.23c), one Best Foods mayonnaise jar (TP-8-2-3) and lid (TP-8-2-4; Figure 7.23d), and one aluminum SPAM can with accompanying lid (TP-8-9-4; not pictured). The top of “SPAM” has been cut away, but the distinctive “A” and “M” are visible. The iconic blue background and a faint image of sliced spam adorns one side of the can, while a list of ingredients is visible on the other side in white lettering. Spam became an official brand on May 11, 1937 when it was trademarked by the Hormel Foods Corporation. The lithographed label was replaced by wrapped labels in 1997. All the food containers appear to date to the mid-20th century. Additionally, one unidentified rectangular-shaped can and three unidentified can lids were present.

Specimen TP-8-8-2, recovered from TP 8 Level 8, is a colorless glass Karo syrup bottle with the marking “DES. PAT. 127,618/ 7 {Diamond-OI logo} 4/ REG U.S. PAT. OFF. KARO SYRUP 1 ½ LBS. NET WT.//Duraglass” visible on the bottle base (Figure 7.23f). The Duraglass trade name was introduced ca. 1940. The base also bears an Owens-Illinois Glass Company maker’s mark and Duraglas marks on two sides of the bottle’s heel; the 4 to the right of the Owens-Illinois logo likely indicates the bottle was manufactured in 1944, the company eliminated the diamond in 1954 (Society for Historical Archaeology 2019).

Two fragments of Bireley’s bottles were present in TP 6. One Bireley’s non-carbonated soda colorless glass soda bottle was found in TP 6 Level 3 (Figure 7.23e). The bottle exhibited cross-hatch panels, which along with the blue logo design, indicate the bottle dates to the 1950s. The second fragment (TP-6-4-2) consisted of a piece of a colorless glass bottle neck.

Furnishings

Caster. TP-13-3-1 (Figure 7.24) may be a corner caster for a piece of furniture (probably a chest of drawers). It contains no diagnostic markings.



Figure 7.24. Furniture caster? (13-3-1).

Personal

The Personal group accounts for 4.2% of the overall assemblage and contains 17 items: a toy truck, numerous beer bottles and cans, and a deodorant jar.

Grooming and Health

Deodorant Jar. One Mum Deodorant jar was recovered from TP 8 Level 9 (Figure 7.25). The round, white opaque glass jar is embossed with the mark “BRISTOL-MEYERS CO. NEW YORK, N.Y.” on its base and is topped by a red metal screw cap. Mum deodorant was developed in 1888 as the first commercial deodorant. The brand was purchased by the Bristol-Meyers company in 1931. Deodorant that came in the round, screw-capped jar was meant to be applied with the fingers and appears in advertisements as late as 1956. The company began selling roll-on deodorant in 1952. This artifact likely dates between 1931 and 1956.



Figure 7.25. 1930s Mum deodorant jar with metal cap (8-9-7). 100% size.

Social Drugs – Alcohol

Beer Cans. Twelve beer cans representing four brands were present in TP-8 (Figure 7.26). Olympia Beer is manufactured near Puget Sound in Washington state. Artifact TP-8-8-5 (Figure 7.26a) is an Olympia can with a tan tree outlined in the background of the label and spring water flowering through a horseshoe. A caption reads “It’s in the water.” This type of can was produced in the mid-1950s. A second Olympia can with a similar motif was recovered from TP 8 level 9 (not pictured).

Three Heidelberg beer cans were recovered from levels 1 (TP-8-18; Figure 7.26c) and 8 (TP-8-8-4; Figure 7.26b). Heidelberg Brewing Company’s history extends to 1900 when it was founded by Emil Kliese and William C. Klitz in Tacoma, Washington, under the name the Columbia Brewing Co (Brewery Gems 2006). The Alt Heidelberg beer was added to the line in 1912. With the onset of Prohibition in 1916, Columbia Brewing Co. became the Columbia Bottling Co. and began production of non-alcoholic beers. The Kliese family sold their shares in the company in 1921 and the name reverted to Columbia Brewing Company. Near the end of Prohibition, Elmer E. Hemrich of Seattle purchased the brewery in 1932 and renamed it Columbia Breweries, Inc. The brewery was the first brewery to legally sell beer in Tacoma after Prohibition ended. The Student Prince, a fictional character in a popular silent film titled “Alt Heidelberg” was adopted as the brewery’s symbol. The symbol was used primarily for the Alt Heidelberg beer, and depicted a smiling man in a uniform and cap raising an overflowing stein of beer. In



Figure 7.26. Alcohol cans and bottles: a. Olympia beer can (8-8-5); Heidelberg beer can (b. 8-8-4, c. 8-1-8); d. Blitz-Weinhard beer can (8-9-3); e. Lucky Lager beer can (8-9-2); f. beer bottle (f. 8-7-1); h. small beer bottle (8-1-3). 45% original size.

1949 Columbia Breweries, Inc. became Heidelberg Brewing Co., although the new moniker was not fully adopted until 1953. “Alt” was dropped from the name of the Alt Heidelberg beer to match the Heidelberg Brewing Co. name. The company changed hands once again in 1958 when it was purchased by Carling Brewing Co. of Canada. The Student Prince was slowly phased out until 1965 when the symbol was discontinued altogether. The body of the Heidelberg cans is light yellow with red “Heidelberg” text and a red image of the Student Prince. These cans were produced from 1953 to 1965. The cans have church key marks on the lids. A single beer can with no clear markings was recovered from TP 8 Level 1 along with the two Heidelberg cans from that level; no other information is known about that can.

Two Blitz Weinhard beer cans were also collected: one can was recovered in TP 8 Level 8 (TP-8-8-6; not pictured) and one was collected in TP 8 Level 9 (TP-8-9-3; Figure 7.26d). Henry Weinhard founded the Weinhard Brewery in Portland, Oregon, after emigrating from Germany in 1856. The Weinhard Brewery merged with Blitz Brewing Company in 1928 and began production of Blitz-Weinhard beers (BWBC 2019). The front of the cans at Site 35HR134 feature “Blitz Weinhard” in red lettering on white background and “BEER” in blue lettering. The cans’ motif consists of blue stripes with golden wheat stalks adorning the white space above the beer name. This can style was produced in the 1950s (cf. www.taverntrove.com).

One Lucky Lager beer can was recovered from TP 8 Level 9 (TP-8-9-2; Figure 7.26e). The words “LUCKY” and “LAGER” appear perpendicular to each other at a 45-degree angle in a red cross on the front of yellow can. The Lucky Lager Brewing Company was established in 1933 as General Brewing Corporation of San Francisco by Coast Breweries, Ltd. of Vancouver, Washington. In 1949, the Board of Directors of the General Brewing Corporation changed the name to the Lucky Lager Brewing Co. The Vancouver branch, which by this time had also reorganized as the Interstate Brewery Co., handled all distribution of Lucky Lager beer in the Pacific Northwest and Alaska. In 1950 Interstate Brewery Co. also changed its name to Lucky Lager Brewing Co. Lucky Lager beers were produced here from 1939-1985 (Brewery Gems 2010). The can in this assemblage appears to date to the 1950s based on similar cans found in modern collections.

Beer Bottles. Three beer bottles were collected in TP 8. Artifact TP-8-7-1 (Figure 7.26f) is a complete amber glass bottle with “NOT TO BE REFILLED” “NO DEPOSIT * NO RETURN” embossed on either side of the rounded shoulder. The Thatcher Glass Manufacturing Company’s “MTC” maker’s mark on the bottle base is a variant design that was produced from ca. 1944 to 1982 (Glass Bottle Marks 2019). The “54” mark on the right side of the bottle base likely indicates that the date of manufacture for this particular bottle was 1954.

Artifact TP-8-1-3 (Figure 7.26g) is also a complete amber glass bottle. The Owens-Illinois mark on the bottle base indicates the bottle was manufactured in Portland, Oregon, in the year 1958 (Lockhart et al. 2015).

Twenty-seven fragments representing a third beer bottle (TP-8-2-2-; not pictured) were also collected. A fragment of the paper label is retained on one of the fragments and includes the word “alcoholic.”

Die-cast Truck. One front portion of a toy die-cast truck was found in TP 4 Level 4 (Figure 7.27). The item has intact grill and wheel well, but the tires are missing. Die-casting was introduced at the end of World War I and involves injecting molten alloy of zinc and aluminum into a mold. This type of metal is sometimes identified as pot metal or white metal. Toys began to be produced using the method in the 1920s. Diecast toys continued to be popular into the 1970s (Arkell 2019). Based on the design of the front grill and wheel wells this toy appears consistent with toy trucks manufactured in the 1940s (cf. Arkell 2019).



Figure 7.27. Die-cast metal truck (4-4-4).

Structural

The Structural group represents 29.2% of the overall assemblage, containing a total of 122 items. Collected artifacts include brick, mortar, concrete, plaster, nails, three bolts, window glass, wire, privacy glass, linoleum, carpet fiber, a pipe, a doorknob, and a fuse.



Figure 7.28. Example of structural items at the site: door knob (a. 14-3-1); privacy glass (b. 22-2-1); Pyrex fuse (c. 22-3-1); wire nails (d. 6-3-2). 100% scale.

Doorknob. One black doorknob was collected in TP 14 (Figure 7.28a.). The knob is ceramic with an opaque black glaze. This type of knob is typical referred to as a jet in 19th and early 20th century catalogs (cf. McLennan, McFeely 1913:1243).

Plumbing. One fragment of threaded iron pipe was collected in TP 7 Level 2 (not pictured).

Pyrex Fuse Plug. One colorless glass Pyrex fuse plug was recovered from TP 22, the test unit excavated near the power station (TP-22-3-1; Figure 7.28c). According to the Corning Museum of Glass, the estimated age range for this style of fuse is 1920s through the 1950s. Similar collectible fuses with intact packaging retain patent numbers from the 1920s and 1930s.

Window Glass. Pane glass fragments (n=80; MNI=22) were recovered from various locations in the upper 30 cm of deposits; these fragments are likely derived from windows installed post-1910 when glass thickness was standardized industry-wide. Therefore, no additional information can be derived from these elements.

Wire Nails. Wire nails (n=68; MNI=55) were collected during the investigation (Figure 6.28d). Wire nails are the most common construction nail of the modern-era. The rise of the wire nail in the United States is tied to development of wire manufacturing. The introduction of barbed wire in 1873 helped spur a spin-off industry in wire nail production (Adams 2002:68). At the beginning of the 1880s, wire nails represented a small but growing portion of the nail market within the United States. By 1892, U.S. production of wire and cut nails was evenly split. A decade later wire nails dominated over 90% of U.S. production.

Indefinite Use

Miscellaneous glass. Fragments of amber (n=54; MNI=12), bright green (n=12; MNI=5), ruby (n=1; MNI=1), light aqua (n=2; MNI=2), colorless (n=176; MNI=34), and olive glass (n=1; MNI=1) are included here if the bottle function (e.g., personal or culinary) could not be determined. Although it is clear that this material represents containers, the original function of the container could not be definitively determined.

Miscellaneous metal. Metal artifacts include one can, one hook, one O-ring, one pipe, one two springs. That could not be assigned to a functional class. The metal cans and closures may represent food items. The remaining items might represent household furnishings or hardware, machine parts, tools, or other items.

Additional Indefinite Use items. Two fragments of terracotta and two fragments of white improved earthenware were collected.

Modern

Modern refuse includes seven fragments of unidentified plastic.

Unidentified

The remainder of the assemblage included 15 fragments of amorphous aluminum and 49 fragments of amorphous ferrous metal.

Faunal Assemblage

Dr. Patrick O'Grady analyzed the faunal assemblage at Site 35HR134. Three pieces of bone were recovered, including two beef bones from TP 4 and one cottontail rabbit tibia from TP 8. One beef rib midsection from Level 1 is sawn on one side and the opposite is chewed by a carnivore. The second beef bone, from Level 4, is a fragment of an unfused femur head (epiphysis) from a relatively young animal that has also been chewed. The cottontail bone (*Sylvilagus* sp.) is a midsection of a left tibia found in Level 2 that may be naturally or culturally deposited. None of the bones appear thermally altered. Additionally, a single eggshell fragment was recovered from the upper 10 cm of TP 8.

Cultural Assemblage Summary

Diagnostic artifacts from the site include a very small selection of domestic ceramics (Table 7.2). Some of these may date to the period that the Parker family owned the property (1912-1921) or to the era of Babe Tenney's Roadhouse Joint (1935-1944). The larger portion of the assemblage is represented by 1940s-1960s food and beer cans, and beer bottles that were recovered from the TP 8 refuse scatter. This period corresponds with the period the property featured a Shell Service Station and four-unit hotel.

The artifact assemblage also included structural material—primarily nails and window glass. The density of these materials was greatest in TP 2 (the location of the four-unit motel), TP 9 (the location of the lodge house), and TP 12 (the east yard of the lodge house)(Figure 7.29). A doorknob was collected from TP 14 (the location of the rental cabins).

Table 7.2. Age range of time-diagnostic artifacts at Site 35HR134.

Description (Cat. #)*	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980
WIE-transfer (TP-3-3-5)												
Stoneware												
J. Porcelain (TP-15-3-1)												
Pyrex Fuse (TP-22-3-1)												
Clorox Bottle (TP-8-2-8)												
Mum Deodor. (TP-8-9-7)												
Die Cast Truck (TP-4-4-4)												
Karo Syrup (TP-8-8-2)												
Sunkist (TP-8-7-3)												
Grapeade (TP-8-7-2)												
H.R. Juice (TP-8-1-7)												
B.F. Mayo Jar (TP-8-2-3)												
B.F. Mayo Lid (TP-8-2-4)												
SPAM (TP-8-9-4)												
MTC B. Bot. (TP-8-7-1)												
B. Wein. Beer (TP-8-9-3)												
B. Wein. Beer (TP-8-8-6)												
Lucky L. Beer (TP-8-9-2)												
Oly. Beer (TP-8-8-5)												
Heidel. Beer (TP-8-1-8)												
Heidel. Beer (TP-8-8-4)												
Owens B. Bot. (TP-8-1-3)												

*Refer to the report text and Appendix B artifact catalog for artifact identification and catalog numbers.
 ? Question mark denotes an age limit boundary that is poorly defined

Domestic items were largely dominated by alcohol and juice cans in TP 8 (in a refuse scatter on eastern bank of the intermittent stream). Both locales appear to represent clearing episodes in the 1950s or 1960s when the property was donated.

Although Site 35HR134 served as a travel lodge and rest area, no artifacts specifically related to the service industry were found during the current investigation. The relative dearth of diagnostic artifacts suggests the site was cleared of buildings and associated debris prior to 1961 when it became a State Park.

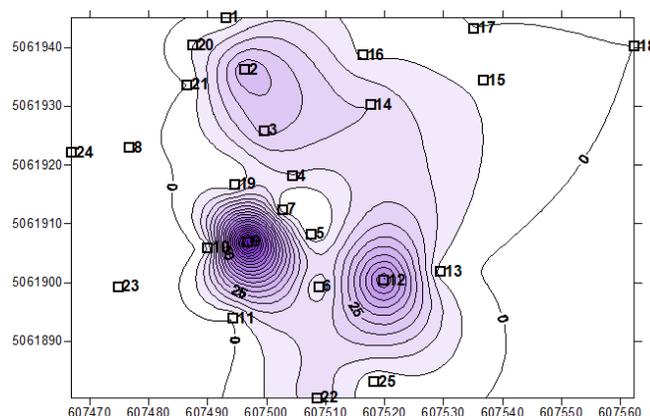


Figure 7.29. Distribution of structural artifacts at Site 35HR134.

Site Summary 35HR134

A formal evaluation of the National Register significance of Site 35HR134 was conducted. The site was initially recorded as a series of dry stacked rock walls at the western base of Mitchell Point south of the original route of the Columbia River Highway. The walls were identified as part of the Little Boy Ranch complex, which initially included a large lodge-like home, and later a tourist court that featured a gas station, cabins, a general store, and a four-unit motel. During the current investigation, several additional features were recorded. These include evidence for a mortared retaining wall in front of the location of the lodge home, a concrete patio or foundation between the wall and the home, an associated structure (pit) that may have served as a shed or root cellar, rubble from the one of the home's massive chimney's, concrete footings for the four-unit motel, and the remains of a power station.

The site is situated on land purchased by German immigrant Conrad Repp on March 1, 1892. In 1910, Charles and Helena Parker, a wealthy Canadian couple, acquired 200 acres of land at the western base of Mitchell Point. They developed the parcel as a summer retreat and named it Little Boy Ranch. Over the following few years, the Parkers built a large lodge-like home and landscaped the property. The Dalles to Sandy Wagon Road passed through their backyard and a rail road stop was established at Sonny, approximately 300 meters to the west, so the Parkers could easily access their summer home by train. Around the time construction on the house was completed in 1915, the Historic Columbia River Highway was built in front (to the north) of the home. This stretch of road served as the western approach to the Mitchell Point Tunnel. The Parkers stopped visiting Little Boy Ranch in 1921 after Charles' death. The property was purchased in 1935 by Elsie "Babe" Tenney, who came to Oregon via Oklahoma with her two sons. Tenney turned the lodge home into a "Roadhouse Joint," adding a tourist court with cabins, a gas station, and a store to appeal to passing motorists on the Columbia River Highway. Upon her passing in 1944, the property was sold again to lumberman Anton Lausmann and his associates. A four-unit motel was added to the complex and the gravity-fed pump station was remodeled into a Shell service station with underground lines. The business accommodated travelers until 1954 when Anton Lausmann donated the land to the Columbia Gorge Commission, who in turn donated it to the Oregon Department of Parks and Recreation in 1961. All structures once present on the site were demolished prior to 1960.

Archaeological testing recovered relatively few artifacts. Numerous structural items (29% of total MNI) were found. The structural artifacts were largely not time-diagnostic and were dominated by fragments of concrete, mortar, brick, window glass, and nails. Relatively few domestic (8% of total MNI) and personal (4% of total MNI) items were present, but notably included food and food containers, a few ceramic fragments, a Mum's deodorant jar, a toy truck.

A deposit of time-diagnostic cans and bottles near a stream channel on the western edge of the site primarily date to the 1950s and 1960s. This assemblage likely accumulated quickly as a secondary deposit when the flat bench above the stream channel was cleared of debris. The concentration of cans and bottles in and around TP 8 appears to represent a secondary deposition. The nature of the deposit on the side of the intermittent stream suggests that refuse lying on the surface of the site was pushed into the stream channel and sediments built up on top of the artifacts over time. The diagnostic bottles and cans generally date to the mid-20th century, indicating the scatter may have been created when the Columbia Gorge Commission or OPRD razed the site structures after the land was donated.

It appears that, with the exception of the extant site features (rock walls, foundations, terracing, pit feature, concrete slabs, chimney rubble), all traces of the domestic and commercial activities were cleaned out through removal when the tract of land was donated and transitioned into a state park. Overall, the time-diagnostic materials suggest the buildings and associated artifacts were removed from the site in the 1950s; very few items pre-dating the middle 20th century were recovered during the current investigation.

Site 35HR134: National Register Eligibility and Recommendations

Consideration of significance and eligibility for nomination to the National Register of Historic Places is based on the four criteria outline below. A determination of eligibility is key to developing appropriate management actions with respect to the resource.

Criterion A—Is the resource associated with events that have made a significant contribution to the broad patterns of our history: Based on available evidence, the site initially served as a summer home for a wealthy Canadian family who also owned property on Lake Michigan and on the Hudson River. The Little Boy Ranch lodge house, constructed 1911-1915, was one of the first large homes constructed on the Oregon side of the Columbia River. The property itself was intricately terraced. The Columbia River Highway was constructed in front of the home around the same time, and a retaining wall across the northern boundary of the property abutted the highway route. The property was eventually purchased by Elsie Tenney in 1935 and operated as a roadhouse through WWII. Tenney added a tourist court, sandwich shop, and gas station with gravity fed pumps to the site, which became a popular stopover for truck drivers and tourists travelling along the HCRH. After Tenney passed away in 1944, the business and property changed hands. A four-unit motel was added in front of the large lodge house and the gas station was upgraded to a Shell station. The business accommodated travelers until 1954 when the then current owner Anton Lausmann donated the land to the Columbia Gorge Commission, who in turn donated it to the Oregon Department of Parks and Recreation in 1961. All structures once present on the site were demolished prior to 1960. Only a concrete foundation of the four-unit motel, retaining walls associated with the lodge house construction, and a minimal hint at the original terracing remain.

Site 35HR134 lacks integrity of design, materials, workmanship, and feeling. As such, it no longer conveys any association with events that have made a significant contribution to the broad patterns of history. Site 35HR134 is recommended not eligible for listing in the National Register.

Criterion B—Is the resource associated with significant historical persons: The structures once present at Site 35HR134, including a large lodge home with elaborate timber features, a tourist court, gas station, and motel, were associated with Charles and Helena Parker (1910-1921), Elsie Tenney (1935-1944), and Anton Lausmann (1944-1954). Charles Parker was a wealthy businessman from Canada with no social, political, or economic ties to the Columbia Gorge. The Parkers built Little Boy Ranch as one of their many homes; though they spent several summers at the property, it was not a primary residence. Similarly, even though Anton Lausmann made significant contributions to the lumber industry throughout Oregon during his lifetime, his ownership of this parcel of land does not convey his significance; it did not serve as his residence and it was not the location of any of the mills he owned or operated. Elsie Tenney, who is buried at the historic Idlewilde Cemetery, was a recognizable and colorful local figure in Hood River in the years leading up to World War II, due primarily to the roadhouse joint travel lodge she operated at Little Boy Ranch. However, the site lacks integrity with regard to Tenney's association—all that remains of the travel lodge structures are remnant foundations and dry stacked rock walls. Although the property played an important role in her life, the site lacks integrity and can no longer convey her significance to the development of local or regional history in the Columbia River Gorge. The site is recommended not eligible under Criterion B.

Criterion C—Is the resource distinctive with regard to design, construction or the work of a master: All structural elements associated with the Little Boy Ranch lodge house and ca. 1930s to 1950s travel stop buildings were razed 60 years ago. The remaining dry stacked and mortared retaining walls are typical and representative of early 20th century building styles in the Columbia River Gorge and are not distinctive. The concrete motel footings also lack any distinctive characteristic. The site is therefore not considered eligible under Criterion C.

Criterion D—Does the resource have potential to yield information important in history or prehistory: Site 35HR134 contains the remains of built elements (concrete foundations, chimney rubble, pit structures, and dry stacked rock walls) and associated structural materials. The archaeological deposit is shallow and relatively thin. Although the features at the site exhibit informative spatial patterning to identify the essentials of the site plan, the lack of intact buried archaeological deposits constrains the site's potential to contribute to any additional understanding of its history. The site is recommended not eligible under Criterion D.

Evaluation of Above Ground Resources

The Western Federal Lands Division of the Federal Highways Administration (WFLHD) and its partners intend to extend the Historic Columbia River (HCRH) trail system adjacent to Interstate 84 in Hood River County. The current effort is on segments E (Viento to Mitchell Point) and F (Mitchell Point to the I-84 Undercrossing; Figure 6.1). A historic baseline survey related to project was conducted west of Hood River, Oregon. The objectives of this survey include the identification, documentation, and determination of National Register of Historic Places (NRHP) eligibility for architectural and other above-ground historical resources within the HCRH Trail Reconnection Project Segments E and F's APE.

APE Boundary Explanation and Justification

The project area encompasses the historic route of the HCRH between Viento State Park (MP 55.95) and the I-84 Undercrossing (MP 59.95), along with an expanded APE that includes new trail segments and five additional mitigation parcels. The 72.5-acre APE includes lands managed by Oregon State Parks, the Mount Hood National Forest, and the Oregon DOT. The Columbia River and I-84 are located to the north. The project area includes stream crossings at Viento Creek, Perham Creek, and Mitchell Creek, and includes extant segments of the HCRH including Mitchell Point Drive.

Records Search

Archival research was conducted for information important to understanding the project area and developments within it. Data were obtained from several sources including (a) the University of Oregon Libraries Special Collections & University Archives; (b) the University of Oregon Libraries Aerial Photography and Map Collections; (c) the Oregon State Historic Preservation Office; (d) the Oregon State Parks and Recreation Department; (e) the County of Hood River county digital property records and survey maps; (f) the History Museum of Hood River County; and, (g) historical newspapers.

A record search of the SHPO Oregon Historic Sites Database was conducted and found one previously-identified historic resource within one mile of the project area. This is the J.W. Morton house at 305 Morton Road, Hood River, Oregon, on the Ruthton Point peninsula north of I-84. The house is an 1873 board-and-batten farmhouse in the Gothic Revival Style, which has had remodeling and accretions over the years. The house is associated with early Oregon construction techniques, settlement in Hood River, and Hood River's orchard industry. A National Register nomination was completed for the property, but it has not been listed.

Survey Methods and Findings

The present survey was accomplished through a field visit on May 1, 2019. Archival research was conducted to review existing historical documents such as maps, property records, and aerial photographs. Historic resources for this study are buildings, structures, objects, sites, and districts that will be 50-years of age for listing on the NRHP within 5 years.

Seven (7) above-ground resources were identified in the immediate vicinity of the project area (Figure 8.1 and Appendix E). Photos of these resources were taken from the public right-of-way. The age of most of the resources was researched using available online information from the Hood River County Assessor and previous cultural resources surveys of the project area (Connolly and Knowles 2011; Davison and Knapp 2010; Hadlow et al. 2009). Historic properties (those built prior to 1974 and therefore 45 years of age or older) in the project area include a state park campground and maintenance yard site, a state natural area mortared stone object, a residential building, and possibly an unidentified road trace structure. Additionally, the HCRH and its character-defining features and intact segments of The Dalles to Sandy Military Wagon Road are within and/or adjacent to the project APE. These resources have previously been determined to be eligible for listing on the NRHP and are not discussed further in this report. The HCRH was listed on the National Register in 1983 and as a National Historic Landmark in 2000.



Figure 8.1. Aerial map of the above-ground resources in the HCRH Segments E & F project APE.

Three houses along Mitchell Point Drive and their associated outbuildings were constructed later than 1974 and are therefore out-of-period and not eligible for the National Register. One resource, the unidentified road trace, is of unknown age and association. Three resources date from the early 1900s through the 1930s making them 45 years of age or older. However, the Viento State Park south campground and maintenance yard lacks its character-defining features and integrity making it most likely not eligible for the National Register.

Two historic resources are possibly eligible for listing on the National Register. These are the circa 1939 CCC-Style Signpost Column at Perham Creek (Wygant State Natural Area) and the 1908 Locke/Galligan House at 5205 Mitchell Point Drive. The CCC-Style Signpost Column in the Wygant

State Natural Area has lost some of its character-defining features but may still be eligible under Criterion A. It has been recorded as archaeological site 35HR133. The 1908 Locke/Galligan House and associated outbuildings on Mitchell Point Drive may be individually eligible for listing under Criteria A, B, and C. Note that, in the Oregon Historic Sites Database for Hood River, the “Galligan House,” is a 1951 house at 722 Pine Avenue in downtown Hood River. The Locke/Galligan House on Mitchell Point Drive does not appear on the Oregon Historic Sites Database.

Viento State Park: South Campground and Maintenance Yard

Above ground structures were noted in Viento State Park (Figures 8.2 and 8.3). The Viento State Park campground opened in 1925, making it 94 years old (OPRD 2019). The site has been in continuous use since then with the buildings, signage, picnic tables, cooking and parking facilities rebuilt and



Figure 8.2. Detail of point 1: The Viento State Park and maintenance yard in the HCRH Segments E & F project APE (between MP 56.2 and 56.3)



Figure 8.3. Maintenance yard buildings at Viento State Park.

remodeled over time. The maintenance yard buildings include a fueling station, maintenance shop and garage, and multiple prefabricated storage sheds. Buildings have shed roofs covered with composite shingles, walls of plywood faux-batten siding or concrete block, and aluminum garage doors. Signage and picnic facilities are undistinctive and contemporary. Parking and pedestrian surfaces are paved in asphalt. The site no longer retains substantial character-defining features of the 1920s and 1930s rustic style of campground building, and this lack of integrity of materials, workmanship, feeling, and setting most likely makes it not eligible for listing on the National Register.

Criterion A—Event(s) and broad patterns of history: While the campground opened during the time of the Columbia River Gorge’s development as a scenic recreational area, the site has been in continuous use and no longer reflects a particular era of building type or technique. Therefore, it does not appear to be associated with any historic trends that have made a significant contribution to the community, the region, or nation.

Criterion B—Important persons: Research to date has not identified an individual associated with the campground and maintenance yard who is significant to the past.

Criterion C—Design, construction, and work of a master: The campground and maintenance yard lack distinctive characteristics. It does not possess high artistic merit and there is no evidence that it was designed by a master builder, architect, or engineer. As a consequence, the site does not exhibit significant architectural or engineering characteristics.

Criterion D—Information potential: The campground and maintenance yard does not contain information that will contribute to a better understanding of the region’s history.

The **Viento State Park Campground and Maintenance Yard** does not meet any of the four criteria to be “Considered Eligible” for listing on the NRHP.

CCC-Style Signpost Column at Perham Creek (Wygant State Natural Area)

The CCC-style sign post column at Perham Creek in the Wygant State Natural Area is a hewn, mortared stone feature (Figures 8.4 and 8.5). The sign post column was built circa 1933-1942 when the CCC was active in the region, making the feature approximately 90 years old.

It was most likely constructed by CCC crews who built trails in the Columbia River Gorge during the 1930s (Andrus 2018). On a 1939 US Forest Service map, a trail is depicted at Perham Creek near the location of the Signpost Column (Figure 8.6), and Connolly and Knowles (2011:46-47, 159-162) report that the signpost appears on a 1949 Oregon DOT map labelled “Stone Mon[ument].” The mortared stone column slightly tapers from its base and is partially-covered in vegetation. It is missing some of its character-defining features, such as its wooden sign. The CCC-style sign post at Perham Creek was previously recorded as archaeological site 35HR133.



Figure 8.4 View of CCC-style signpost column.



Figure 8.5 Detail of point 2: The CCC-style signpost column at Perham Creek (Wygant State Natural Area; MP 57.7).

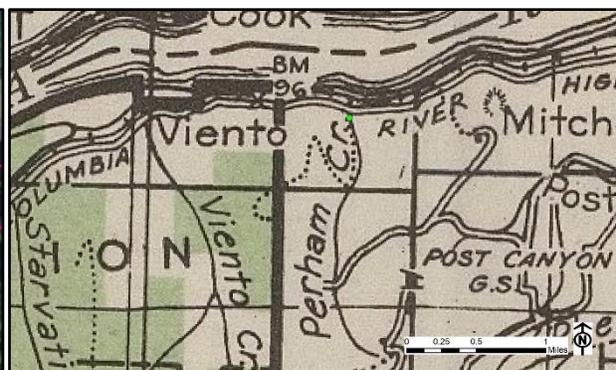


Figure 8.6. Location of the CCC-style signpost column at Perham Creek depicted on 1939 USFS Mount Hood National Forest map.

Though the CCC-Style sign post Column's condition is somewhat degraded, it is still able to convey its significance under Criterion A of the NRHP. This object is a remnant of the era when the Columbia River Gorge was opened to recreational use by the public, a use which increased greatly after construction of the Historic Columbia River Highway and mass adoption of the automobile. It remains in its original location, its design of tapering columnar shape is intact, its setting is still in a wilderness area, its materials are intact, with the exception of the wooden sign, stone and metal sign attachments are still present, its workmanship is not obscured by the vegetation (mostly moss) growing on the sign post, it still gives the feeling of rusticity and now with the moss, age, and it is associated with the era when the Columbia River Gorge was opened to public recreational use of public lands and wilderness areas. All of these aspects of integrity may render it eligible for listing on the National Register under Criterion A.

Criterion A—Event(s) and broad patterns of history: The CCC-Style Signpost Column was built circa 1939 in the rustic style preferred during the early twentieth century for the construction of campgrounds and wilderness facilities. As such, it is associated with historic trends that have made a significant contribution to the community and the region, and therefore may be locally and regionally significant.

Criterion B—Important persons: Research to date has not identified an individual associated with the CCC-Style Signpost Column feature who is significant to the past.

Criterion C—Design, construction, and work of a master: The CCC-Style Signpost Column is in a somewhat dilapidated state and is missing some character-defining features, such as its wooden sign. It does not possess high artistic merit and there is no evidence that it was designed by a master builder, architect, or engineer. As a consequence, the object does not exhibit significant architectural or engineering characteristics.

Criterion D—Information potential: The CCC-Style Signpost Column does not contain information that will contribute to a better understanding of the region's history.

The **CCC-Style Signpost Column at Perham Creek (Wygant State Natural Area)** may meet Criterion A to be considered eligible for listing on the NRHP.

Road Trace

A road trace of unknown origin and use is present north of the HCRH (Mitchell Point Drive) east of Mitchell Point (Figure 8.7). It may have been constructed circa 1872 as part of the Military Wagon Road (making it approximately 147 years old), or circa 1916 as part of the original HCRH alignment (making it approximately 103 yrs. old), or associated with a quarrying activity in the mid-20th century, or associated with modern utilities such as telephone poles and lines (Historic Hood River 2016). Our current research was not able to confirm the age and association. The road trace is no longer in use, lacks integrity, and is not considered eligible for listing on the National Register.

Criterion A—Event(s) and broad patterns of history: The road trace does not appear to be associated with any historic trends that have made a significant contribution to the community, the region, or nation.

Criterion B—Important persons: Research to date has not identified an individual associated with the road trace who is significant to the past.

Criterion C—Design, construction, and work of a master: The road trace is in an abandoned, dilapidated state and now lacks its character-defining features and use. It does not possess high artistic merit and there is no evidence that it was designed by a master builder, architect, or engineer. As a consequence, the structure does not exhibit significant architectural or engineering characteristics.

Criterion D—Information potential: The road trace does not contain information that will contribute to a better understanding of the region’s history.

The **Road Trace** does not meet any of the four criteria to be “Considered Eligible” for listing on the NRHP.



Figure 8.7. Detail of points 3 and 4: Unidentified road trace and homes on Mitchell Point Drive.



Figure 8.8. 5330 Mitchell Point Dr.



Figure 8.9. 5206 Mitchell Point Dr.

Mitchell Point Drive

5330 Mitchell Point Drive: House

The house at 5330 Mitchell Point Drive was built in 1980, making it 39 years old. It is a side-gable, two-story garrison split-level house with vinyl windows and an attached two-bay garage on its west side (Figure 8.8). The house at **5330 Mitchell Point Drive** is out-of-period and therefore not considered eligible for listing on the National Register.

5206 Mitchell Point Drive: House

The house at 5206 Mitchell Point Drive was most likely built circa 1980, making it approximately 39 years old. It is a one-story, side-gable building with T-11 siding and vinyl windows (Figure 8.9). Adjacent to the house to the east is an associated outbuilding, a one-story shed with corrugated metal roof and overhang used to store agricultural equipment. The house at **5206 Mitchell Point Drive** is out-of-period and therefore not considered eligible for listing on the National Register.

5205 Mitchell Point Drive: Locke/Galligan House

The house at 5205 Mitchell Point Drive (the Locke/Galligan House) was built in 1908, making it 111 years old. The house is a two-and-a-half-story building having Foursquare-style massing with Neoclassical features such as a central entry portico on the north façade reached by a short flight of steps and flanking balusters, a balcony above the entry portico, the door having an ovoid central glass light and is flanked by rectangular sidelights, a half-porch and balcony on the east façade, and a brick chimney on the west façade (Figure 8.10). The rear of the house appears to have a peristyle patio. The hipped roof on the north side contains a dormer with a tripartite window. The eaves have cornice-type dentils and pilasters appear on the quoins.

According to Hadlow et al. (2009:37-39), this house was built by Edgar Locke in 1908 using wood from the prior house on the site. That house was built by Locke in 1884 after he moved to Hood River from Michigan. The Locke family had 300 acres of farmland and orchards on this property and maintained its agricultural use until well into the twentieth century. The building of I-84 starting in the



Figure 8.10. The Locke/Galligan House at 5205 Mitchell Point Dr.

mid-1950s bisected the property, removed an orchard, and separated the site from the Columbia River. A member of the Locke family was living in this house at the time Hadlow et al. conducted their oral history research of this area.

The Oregon Historic Sites Database for Hood River lists many historic houses, but most were built later in the twentieth century; if not, they are much simpler in form, smaller in size, and usually found in town. A few of the historic houses listed, such as the Blowers House of 1903 and the Peugh House of 1909, share the general height and massing of the Locke/Galligan House as well as some of the high-style features, but they are neither as frankly Neoclassical in style nor as imposing in setting. The Baumann House was also part of an agricultural site, but its design was a more vernacular farmhouse style rather than the high-style Neoclassicism of the Locke/Galligan House. The Locke/Galligan House is unique both in its style and in its country setting facing the Gorge.

The house at 5205 Mitchell Point Drive (the Locke/Galligan House) retains its original siting and massing and is still able to convey its significance under Criteria A, B, and C of the NRHP. The house's size and Neoclassical character-defining features bespeak the prosperity of the Hood River area in general and the success of its orchard and other agricultural industries in particular at the beginning of the twentieth century, which would make it eligible under Criterion A. The house is associated with an early settler in Hood River, Edgar Locke, who had great success with his orchard business, a business still important to this area. This would make it eligible under Criterion B. Architecturally, the Locke/Galligan house is clearly more than a provisional homestead-type residential building due to its larger size,

cohesive massing, and elaborate decorative design features. the house remains in its original location, retains its Foursquare massing with Neoclassical features such as the front entry, balusters, quoins with pilasters, and peristyle patio, and its setting resembles that of its heyday. This would make the house eligible under Criterion C. Though other houses have been built nearby and the orchards and unimpeded access to the Columbia River have been lost, the house’s materials appear to be intact, and if not original, are visually sympathetic to those used in the early twentieth century. Likewise, the workmanship is original or in the style of the time the house was built. All of these aspects of integrity may render it eligible for listing on the National Register.

Criterion A—Event(s) and broad patterns of history: 5205 Mitchell Point Drive (the Locke/Galligan House) is associated with the agricultural prosperity of Hood River in the early twentieth century, particularly its successful orchards, an industry which is still important to this area. The house is associated with historic trends that have made a significant contribution to this community, region, or nation.

Criterion B—Important persons: 5205 Mitchell Point Drive (the Locke/Galligan House) is associated with Edgar Locke, who was an important part of the settlement and development of Hood River.

Criterion C—Design, construction, and work of a master: 5205 Mitchell Point Drive (the Locke/Galligan House) house maintains its character-defining features and is clearly an example of an ample, high-style Four-Square house with Neoclassical features. The associated outbuildings to the east of the house are apparently contemporary garages constructed in a sympathetic style and those close to the road on the west side of the property are of older wood and other materials. Visibility from the right-of-way is poor because of the property’s elevation, trees, and shrubbery. The outbuildings appear to be used for agricultural equipment storage and possibly livestock (poultry). The Locke/Galligan house has artistic merit and contains massing and ornamental design features more common to high-style houses than vernacular homesteads or farmhouses of this area, whether or not it was designed by a master builder, architect, or engineer.

Criterion D—Information potential: The house does not contain information that will contribute to a better understanding of the region’s history.

The house at 5205 Mitchell Point Drive (the Locke/Galligan House) is significant for its link to Hood River agricultural history, its association with settler and successful orchardist Edgar Locke, and its architecturally distinctive high-style character-defining features. The house at **5205 Mitchell Point Drive (the Locke/Galligan House)** may be locally significant and therefore eligible under Criteria A, B, and C for listing on the NRHP.

5135 Mitchell Point Drive: House

The house at 5135 Mitchell Point Drive was built in 1980, making it 39 years old. It is set well back from the road and appears to be two stories with a wrap-around porch, T1-11 siding, and center chimney (Figure 8.11). The house at **5135 Mitchell Point Drive** is out of period and therefore not considered eligible for listing on the National Register.



Figure 8.11. 5135 Mitchell Point Dr.

Summary of Above Ground Resources

Of the seven (7) above-ground resources identified in the HCRH Reconnection Project Sections E & F APE, three were constructed after 1974 making them out-of-period, one was of unidentifiable age, and three were constructed more than fifty years ago; however, one of the resources constructed more than fifty years ago, the Viento State Park south campground and maintenance yard, no longer maintains its integrity.

Two of the resources are possibly eligible for listing on the National Register. These are the circa 1939 CCC-Style Signpost Column at Perham Creek (Wygant State Natural Area) and the 1908 Locke/Galligan House at 5205 Mitchell Point Drive.

If project activities are anticipated to adversely affect these resources, additional study to formally determine eligibility for listing on the NRHP is warranted.

Project Summary

Archaeological investigations were conducted within the APE of the HCRH Reconnection Project Segments E and F by archaeologists from the University of Oregon Museum of Natural and Cultural History. The cultural resources investigation was completed in advance of restoration of historic features of the highway, including guardrails, and constructing new connecting trails, parking lots, overlooks, and interpretive elements. Located west of Hood River in Hood River County, Oregon, the project spans an approximately four mile stretch of the original route of the historic highway between Viento State Park and the I-84 Underpass east of Mitchell Point. The project lies in portions of Township 3N Range 9E and Township 3N Range 10E and crosses lands administered by the Mt. Hood National Forest, the Oregon Department of Parks and Recreation, and the Oregon Department of Transportation. The entire project corridor lies within the boundary of the Columbia River Gorge National Scenic Area.

Exploratory Survey

Prior to the current investigation, five historic sites and one historic isolate were identified within the HCRH Segments E & F APE. Exploratory survey of the project corridor relocated these resources and identified 19 additional historic isolates and one historic site (Table 9.1). All the newly-recorded isolates and the newly-recorded site are historic, containing artifacts of post-contact manufacture aged 50 years or older. The newly recorded site is a discrete refuse scatter containing household and automotive debris dating primarily between 1940 and 1970. Exploratory investigations also included subsurface reconnaissance at two mitigation sites slated for vegetation removal or restoration. No buried cultural resources of archaeological age or association were recorded at either location.

Above Ground Resources

An inventory of above ground resources in the project was conducted. These include (a) buildings in the Viento State Park south campground and maintenance yard; (b) a CCC-style sign post column at Perham Creek in Wygant State Natural Area; (c) an abandoned road trace segment in the Mt. Hood National Forest east of Mitchell Point; and, (d) homes and associated outbuildings located on Mitchell Point Drive east of Mitchell Point. Previously evaluated built environment features, including the HCRH itself and The Dalles to Sandy Wagon Road, were excluded from the current study.

The Viento Park structures appear to have been heavily modified and subject to continual renovation over the past 50 years; none of the Viento structures appear to meet any criteria for National Register eligibility.

The CCC-style sign post is a mortared stone column monument that may represent a trail marker. The column was previously recorded as archaeological site 35HR133, but it was evaluated as an above-ground resource in this report. The CCC-style sign post column is recommended eligible to the National

Table 9.1. Summary of cultural resources recorded in the HCRH Segments E & F APE, including previously recorded* and newly recorded historic sites and isolates. Resources are arranged from west to east.

Resource	Type	Description	Easting	Northing	Datum
Viento Animal Pens*	historic site	animal pens	603650	5061070	NAD83
Iso-1	historic isolate	oil can	603732	5061173	NAD83
Iso-2	historic isolate	alcohol bottle	604162	5061327	NAD83
Iso-3	historic isolate	milk bottle	604234	5061310	NAD83
Iso-4	historic isolate	alcohol bottle	604888	5061408	NAD83
35HR133*	historic site	CCC-style column	606091	5061480	NAD83
35HR128*	historic site	wagon road segment	606132	5061505 and	NAD83
			606336	5061517 and	NAD83
			607226	5061840	NAD83
Iso-5	historic isolate	can	606944	5061686	NAD83
Iso-6	historic isolate	tea kettle	606986	5061704	NAD83
HCRH-14*	historic isolate	vehicle fender	606996	5061745	NAD83
35HR95*	historic site	structural features	607145	5061800	NAD83
Iso-7	historic isolate	can	607472	5062017	NAD83
Iso-8	historic isolate	wagon wheel tire	607483	5062004	NAD83
Iso-9	historic isolate	stove fragment	607488	5061993	NAD83
Iso-10	historic isolate	barrel	607501	5062004	NAD83
35HR134*	historic site	structural features	607570	5061920	NAD83
Iso-11	historic isolate	can	608098	5062030	NAD83
Iso-12	historic isolate	wire rope	608105	5062092	NAD83
Iso-13	historic isolate	heater	608162	5062035	NAD83
Iso-14	historic isolate	beer cans	608183	5062005	NAD83
Mit 5-Site 1	historic site	refuse scatter	608256	5062001	NAD83
Iso-15	historic isolate	medicine bottle	608312	5062021	NAD83
Iso-16	historic isolate	bottle	608345	5061961	NAD83
Iso-17	historic isolate	motor oil can	608442	5062062	NAD83
Iso-18	historic isolate	insulator	608442	5062045	NAD83
Iso-19	historic isolate	license plate	608475	5062041	NAD83

Register under Criterion A as it is associated with historic trends in the era the Columbia River Gorge was opened to recreational use of public lands and wilderness areas.

The road trace is of unknown age or association; it is recommended not eligible to the National Register because it fails to meet any of the qualifying criteria.

Four residences with buildings were examined on Mitchell Point Drive. Three of the houses and their associated outbuildings were determined to be non-eligible modern properties. The fourth residence is a 1908 high-style Four-Square house with Neoclassical features built by Edgar Locke, an early settler of Hood River County. The house appears to be eligible for listing in the National Register of Historic Places under Criterion A, B, and C. Its associated outbuildings represent isolated and contemporary construction events; these buildings are recommended as non-contributing elements to the overall property.

Historic Site Evaluation

The cultural resources investigation included testing and evaluation of three previously recorded sites within the APE or associated vegetation mitigation parcels as well as a newly recorded historic refuse scatter. These include the Viento Animal Pens in Viento State Park, Site 35HR95 in Seneca Fouts Memorial State Natural Area, Site 35HR134 in Vinzenz Lausmann Memorial State Natural Area, and Site HCRH-E&F-Mit 5-1 east of Mitchell Point in Mt. Hood National Forest.

The Viento Animal Pens is a series of barbed wire corrals, animal pens, and associated debris that may have been associated with a small fox farm complex that operated in the 1940s west of the current APE. The portion of the site tested during this investigation yielded no definitive cultural materials older than 50 years. No subsurface investigation occurred outside the original APE and it is unknown whether buried deposits are present to the south and west. The Viento Animal Pens site remains unevaluated for inclusion in the National Register, but the portion of the site tested in this investigation is not a contributing element to the overall eligibility of the site.

Site 35HR95 is the remains of the Sonny railroad stop and lumber camp. Both entities were active in the early part of the 20th century (ca. 1915 to 1950). Identified features at the site include dugout foundations, pit structures, bermed and graded areas, refuse scatters, and a dry stacked rock wall that may have been associated with a Mitchell Point Lumber Company flume that diverted extended from the Newby Mill to the Sonny rail siding. The archaeological remains are interpreted to represent a residential settlement of two or more households associated either with laborers of the nearby mill or a road work crew. A diverse array of domestic, personal, structural, and activity-related artifacts was found in association with the features, reflecting cultural refuse deposited between ca. 1910 through 1940. A possible privy feature was noted north of the historic course of the HCRH that may represent a privy for residents of the settlement. The site is recommended eligible to the National Register because it appears to meet Criterion A and Criterion D.

Site 35HR134 represents the remains of a ca. 1915 large lodge-like home (Little Boy Ranch) and the subsequent additions of rental cabins and a tourist court built in the 1930s (The Mitchell Travel Stop) a four-unit motel constructed in the 1940s. Testing at the site identified features including dry stacked rock walls and associated terracing, a mortared retaining wall in front of the lodge house, a concrete patio or foundation between the wall and the home, an associated pit structure that may have been a shed or root cellar, rubble from one of the lodge chimneys, concrete footings for the four-unit motel, and the remains of a power station. Nearly all the time-diagnostic artifacts were recovered in the discrete refuse scatter in the drainage at the western edge of the site, which appears to represent a secondary deposit of debris cleared from the site ca. 1960 when the site structures were dismantled and removed. The artifact assemblage found elsewhere in the site is thin and relatively undiagnostic; little to no data potential exists in subsurface deposits. Although the extant terracing and rock walls still exhibit the spatial distribution of the original buildings, the overall integrity of the setting has been compromised. The site is recommended as not eligible to the National Register

Recommendations

A number of historic archaeological sites and isolates and historic above-ground features were recorded within the HCRH Segments E & F project corridor. Where possible, determinations of eligibility were made for the historic resources (Table 9.2). By definition, isolated finds are not considered eligible for the National Register. The Viento Animal Pens site remains unevaluated, but the portion of the site tested in this analysis is considered a non-contributing element to the overall significance of the property. total, two above-ground resources (35HR133 and the Locke/Galligan house at 5205 Mitchell Point Drive)

and two archaeological sites (35HR95 and 35HR134) are recommended eligible to the National Register of Historic Places.

While a good faith effort was made to examine the area of potential effects in the HCRH Segment E & F project corridor, it is possible that scattered cultural features not reported here are present. If in the course of construction activity prehistoric or historic cultural remains are exposed, work should be halted immediately and the Inadvertent Discovery Plan for the project should be implemented (Appendix F). The CRGNSA and/or SHPO should be notified and a qualified archaeologist should be consulted to evaluate the discovery and to recommend courses of action.

Table 9.2. Cultural resources eligibility recommendations for the HCRH Segments E & F project corridor; all resources are historic.

Resource	Type	NRHP Eligibility	Comments
<u>Archaeological Resources</u>			
Viento Animal Pens	site	Unevaluated	Site portion tested is a non-contributing element to overall site eligibility
Iso-1	isolate	Not Eligible	
Iso-2	isolate	Not Eligible	
Iso-3	isolate	Not Eligible	
Iso-4	isolate	Not Eligible	
35HR128 Wagon Road	site	Eligible, Criteria A and C	Connolly et al. 2013
Iso-5	isolate	Not Eligible	
Iso-6	isolate	Not Eligible	
35HR95 Sonny Site	site	Eligible, Criteria A and D	
Iso-7	isolate	Not Eligible	
Iso-8	isolate	Not Eligible	
Iso-9	isolate	Not Eligible	
Iso-10	isolate	Not Eligible	
35HR134	site	Not Eligible	Little Boy Ranch/Mitchell Travel Stop
Iso-11	isolate	Not Eligible	
Iso-12	isolate	Not Eligible	
Iso-13	isolate	Not Eligible	
Iso-14	isolate	Not Eligible	
Mit 5-Site 1	site	Not Eligible	ca. 1960s refuse scatter
Iso-15	isolate	Not Eligible	
Iso-16	isolate	Not Eligible	
Iso-17	isolate	Not Eligible	
Iso-18	isolate	Not Eligible	
Iso-19	isolate	Not Eligible	
<u>Above-Ground Resources</u>			
Viento campground and maint. yard		Not Eligible	
35HR133		Eligible, Criterion A	CCC-style sign post column
Unidentified road trace		Not Eligible	
5330 Mitchell Point Drive		Not Eligible	
5206 Mitchell Point Drive		Not Eligible	
5205 Mitchell Point Drive		Eligible, Criteria A, B, C	Locke/Galligan House
5135 Mitchell Point Drive		Not Eligible	

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Appendix A

Archaeological Permits
HCRH Segments E & F Project



Oregon

Kate Brown, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE Ste C

Salem, OR 97301-1266

Phone (503) 986-0690

Fax (503) 986-0793

www.oregonheritage.org

STATE OF OREGON ARCHAEOLOGICAL EXCAVATION PERMIT NO. AP-2527



The State of Oregon, acting by and through its Parks and Recreation Department, hereinafter called STATE, under authority of ORS 390.235, hereby grants to Jaime Kennedy, hereinafter called PERMITTEE, a permit for purposes of excavation and removal of archaeological, historical, prehistoric, or anthropological materials. This permit is granted subject to the following terms and conditions.

- 1. Term** PERMITTEE may conduct survey, excavation, and collection work from to provided that reasonable supervision, as provided hereinafter, is exercised.
- 2. Location** This permit shall apply to lands owned by the State of Oregon, a city, county, district, or municipal corporation in Oregon, or private property, more particularly described as follows:
HCRH State Trail; segments E, F & part of G; 35HR95, 35HR134, Viento Animal Pens
3n 9e 34, 35, 36; 3n 10e 31
Hood River County
- 3. Supervision** The design and work in connection with the survey or excavation, including exploratory excavation and collection, shall be personally supervised by Jaime Kennedy, Thomas Connolly, Paul Baxter.
- 4. Compliance** PERMITTEE shall comply with all applicable federal, state and local laws, rules, regulations and ordinances.
- 5. Exploration shall consist of:**
Up to 212 30x30 cm shovel probes and 320 50x50 cm test units will be excavated in the project area. All probes and units will be excavated to a minimum of 50 cm below surface and two sterile levels, where possible. All sediments will be screened through 1/8 inch mesh and all cultural material will be collected by unit and level.
- 6. Indemnification** PERMITTEE agrees to defend and hold STATE, its officers, agents, and employees harmless, and shall require its contractors to do the same, from any and all claims, damages, or expenses of any kind suffered or alleged to be suffered on the lands described in paragraph 2 or arising out of or in connection with the activities of PERMITTEE or its contractors pursuant to this Permit.
- 7. Insurance** PERMITTEE shall obtain at PERMITTEE's expense, and keep in effect during the term of the Permit, comprehensive or commercial general liability insurance covering personal injury and property damage. This insurance shall include contractual liability coverage for the indemnification provided under this Permit. Coverage limits shall not be less than the limits of liability set forth in the provisions of ORS 30.270(1) as now in effect or as hereinafter amended. Such provisions now require that the coverage limits not less than \$500,000 combined single limit per occurrence. The insurance shall be in a form and with compliance acceptable to STATE. Such insurance may be evidenced by certificates or copies of policies. Such evidence shall be provided to STATE prior to the commencement of any operations or activities under this Permit.

8. **Records** PERMITTEE shall submit a final excavation report by to the State Historic Preservation Office and the Oregon State Museum of Anthropology. If PERMITTEE is conducting an excavation associated with a prehistoric or historic American Indian archaeological site, then PERMITTEE shall also submit copies of the Final Report to the Commission on Indian Services and the following tribe(s):

Conf Tribes of the Umatilla Indian Resv

Conf Tribes of the Warm Springs Resv

Confederated Tribes of Grand Ronde

Confederated Tribes of Siletz Indians

9. **Custody**

All archaeological, historical, prehistoric, or anthropological materials recovered under this permit shall remain under the stewardship of the State of Oregon and shall be curated by UOMNCH. Any change in custody must be approved by the Oregon State Museum of Anthropology in accordance with ORS 390.235. Prior to submitting the materials to the permanent curation facility, the appropriate tribe(s) must be given 30 days to view all archaeological materials to ensure that funerary objects, sacred objects, and objects of cultural patrimony are returned to tribal ownership per state law (ORS 97.740).

10. **Notification**

a. If PERMITTEE is conducting an excavation associated with a prehistoric or historic American Indian archaeological site, PERMITTEE shall notify in writing the most appropriate Indian tribe. The notification shall include:

- i. The location and schedule of the forthcoming excavation;
- ii. A description of the nature of the of the investigation; and

b. Upon discovery of an archaeological object which is demonstrably revered by any ethnic group, religious group, or Indian tribe as holy, which object was or is used in connection with a religious or spiritual service or worship of a deity or spirit power, i.e., a "sacred object", PERMITTEE shall notify in writing:

- i. The State Historic Preservation Office; and
- ii. The appropriate ethnic group, religious group, or Indian tribe with which the sacred object is associated.

11. **Consultation** If PERMITTEE is conducting an excavation associated with a prehistoric or historic American Indian archaeological site, PERMITTEE shall consult with a representative of the appropriate tribe to establish a procedure for handling sacred objects recovered during the excavation.

12. **Conditions:**

Confederated Tribes of Grand Ronde

1. A fieldwork schedule is sent to our office at least a week prior to field work start date.
2. If requested by our office, we are provided access to the site and opportunity to observe field work.
3. We be notified immediately if suspected funerary objects, sacred objects, or other objects of cultural patrimony are identified during the project.
4. Photos with scale of all artifacts encountered be provided to the Tribes in an effort to identify to ensure that funerary objects, sacred objects, and objects of cultural patrimony are returned to Tribal ownership.
5. We are given a copy of the draft archaeological report with sufficient time to comment on the findings.

13. **Revocation** Failure to comply with all terms of this Permit, in addition to any agreed upon conditions, may lead to its immediate revocation.

OREGON PARKS AND RECREATION DEPARTMENT



Christine Curran

Christine Curran
Deputy State Historic Preservation Officer

7/17/2018

Date:



Oregon

Kate Brown, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE Ste C

Salem, OR 97301-1266

Phone (503) 986-0690

Fax (503) 986-0793

www.oregonheritage.org



STATE OF OREGON ARCHAEOLOGICAL EXCAVATION PERMIT NO. AP-2528

The State of Oregon, acting by and through its Parks and Recreation Department, hereinafter called STATE, under authority of ORS 390.235, hereby grants to Jaime Kennedy, hereinafter called PERMITTEE, a permit for purposes of excavation and removal of archaeological, historical, prehistoric, or anthropological materials. This permit is granted subject to the following terms and conditions.

- 1. Term** PERMITTEE may conduct survey, excavation, and collection work from to provided that reasonable supervision, as provided hereinafter, is exercised.
- 2. Location** This permit shall apply to lands owned by the State of Oregon, a city, county, district, or municipal corporation in Oregon, or private property, more particularly described as follows:
HCRH State Trail; segments E, F & part of G; 35HR95, 35HR134, Viento Animal Pens
3n 10e 31. 32; 3n 9e 34, 35
Hood River County
- 3. Supervision** The design and work in connection with the survey or excavation, including exploratory excavation and collection, shall be personally supervised by Jaime Kennedy, Thomas Connolly, Paul Baxter.
- 4. Compliance** PERMITTEE shall comply with all applicable federal, state and local laws, rules, regulations and ordinances.
- 5. Exploration shall consist of:**
Up to 212 30x30 cm shovel probes and 320 50x50 cm test units will be excavated in the project area. All probes and units will be excavated to a minimum of 50 cm below surface and two sterile levels, where possible. All sediments will be screened through 1/8 inch mesh and all cultural material will be collected by unit and level.
- 6. Indemnification** PERMITTEE agrees to defend and hold STATE, its officers, agents, and employees harmless, and shall require its contractors to do the same, from any and all claims, damages, or expenses of any kind suffered or alleged to be suffered on the lands described in paragraph 2 or arising out of or in connection with the activities of PERMITTEE or its contractors pursuant to this Permit.
- 7. Insurance** PERMITTEE shall obtain at PERMITTEE's expense, and keep in effect during the term of the Permit, comprehensive or commercial general liability insurance covering personal injury and property damage. This insurance shall include contractual liability coverage for the indemnification provided under this Permit. Coverage limits shall not be less than the limits of liability set forth in the provisions of ORS 30.270(1) as now in effect or as hereinafter amended. Such provisions now require that the coverage limits not less than \$500,000 combined single limit per occurrence. The insurance shall be in a form and with compliance acceptable to STATE. Such insurance may be evidenced by certificates or copies of policies. Such evidence shall be provided to STATE prior to the commencement of any operations or activities under this Permit.

8. **Records** PERMITTEE shall submit a final excavation report by to the State Historic Preservation Office and the Oregon State Museum of Anthropology. If PERMITTEE is conducting an excavation associated with a prehistoric or historic American Indian archaeological site, then PERMITTEE shall also submit copies of the Final Report to the Commission on Indian Services and the following tribe(s):

Conf Tribes of the Umatilla Indian Resv

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Confederated Tribes of Grand Ronde

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9. **Custody**

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10. **Notification**

a. If PERMITTEE is conducting an excavation associated with a prehistoric or historic American Indian archaeological site, PERMITTEE shall notify in writing the most appropriate Indian tribe. The notification shall include:

- i. The location and schedule of the forthcoming excavation;
- ii. A description of the nature of the of the investigation; and

b. Upon discovery of an archaeological object which is demonstrably revered by any ethnic group, religious group, or Indian tribe as holy, which object was or is used in connection with a religious or spiritual service or worship of a deity or spirit power, i.e., a "sacred object", PERMITTEE shall notify in writing:

- i. The State Historic Preservation Office; and
- ii. The appropriate ethnic group, religious group, or Indian tribe with which the sacred object is associated.

11. **Consultation** If PERMITTEE is conducting an excavation associated with a prehistoric or historic American Indian archaeological site, PERMITTEE shall consult with a representative of the appropriate tribe to establish a procedure for handling sacred objects recovered during the excavation.

12. **Conditions:**

Confederated Tribes of Grand Ronde

1. A fieldwork schedule is sent to our office at least a week prior to field work start date.
2. If requested by our office, we are provided access to the site and opportunity to observe field work.
3. We be notified immediately if suspected funerary objects, sacred objects, or other objects of cultural patrimony are identified during the project.
4. Photos with scale of all artifacts encountered be provided to the Tribes in an effort to identify to ensure that funerary objects, sacred objects, and objects of cultural patrimony are returned to Tribal ownership.
5. We are given a copy of the draft archaeological report with sufficient time to comment on the findings.

13. **Revocation** Failure to comply with all terms of this Permit, in addition to any agreed upon conditions, may lead to its immediate revocation.

OREGON PARKS AND RECREATION DEPARTMENT




Christine Curran
Deputy State Historic Preservation Officer

7/17/2018
Date:

Oregon Parks and Recreation Department Scientific Research Permit Application



Instructions: Applications must be typewritten with original signatures. The precise location of the proposed work must be shown on an USGS topographic map and aerial photo. Application should be sent to the Department's Salem office.

Please allow for a minimum of 30 days to process the permit application.

Applicant's Name:	Tom Connolly
Title:	Director of Research
Affiliation:	UO Museum of Natural and Cultural History/State Museum of Anthropology
Address:	1224 University of Oregon
City/State/Zip:	Eugene, OR 97403-1224
Telephone Number:	541-346-3031
Fax Number:	n/a
E-mail address:	connolly@uoregon.edu

Names of others involved in project/study, including names and phone numbers of all collectors:

Jaime Kennedy 541-346-3033	
Paul Baxter 541-346-0810	
Julia Knowles 541-346-0932	

Resume or curriculum vitae for principal investigator and all field staff attached (required)

PROJECT DESCRIPTION:

Include: Purpose, method of investigation, method of collection, species to be investigated and/or collected, steps to be taken to minimize impact, location and duration of project. Please include a project proposal if available. However, please do not simply say, "see attached." Include a brief project summary in the space provided below.

The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration and its partners (including the Oregon Department of Transportation, U.S. Forest Service Columbia River Gorge National Scenic Area, Oregon State Parks, the Historic Columbia River Highway Advisory Committee, and Hood River County) proposes to restore existing segments of the Historic Columbia River Highway (HCRH) and link these segments with new trails to create a continuous State Trail suitable for pedestrians and bicycles. The WFLHD is currently leading the effort on the design and construction of the Viento State Park to East Baumann Property/I-84 Underpass segment (I-84 eastbound MP 56.0-60.3; units E, F, and part of G), in Hood River County, Oregon.

A preliminary pedestrian cultural resource survey of the corridor segment conducted in April 2011 (Connolly and Knowles 2011). In addition to the National Register-listed HCRH itself, three additional historic sites (35HR95 35HR134, and the Viento Animal Pens) and one historic artifact isolate were identified during the 2011 survey. No prehistoric cultural resources have been identified. An inventory and evaluation of surviving grade segments of The Dalles-Sandy Wagon Road determined these features were significant cultural resources (Connolly et al. 2013).

The current proposal considers 1) additional survey of route modifications made after the initial survey, as well as expanded areas considered for construction staging and the development of visitor amenities; 2) subsurface exploratory survey to supplement the pedestrian survey, as required by the Columbia River Gorge National Scenic Area Management Plan; and 3) formal evaluation of National Register eligibility for sites that have not already been evaluated.

SAMPLE/SPECIMEN COLLECTION:

Plant Soils Fungi Seeds Water Animal Rock
 Other (specify): cultural

If Plant/Animal – Identify the species to be researched or collected:

Name of Species _____

Is/are the species a:

Federal endangered or threatened species? Yes No n/a

Federal candidate species? Yes No n/a

State endangered or threatened species? Yes No n/a

State sensitive or candidate species? Yes No n/a

Voucher specimens will be deposited at: _____

Will the project involve ground disturbance: Yes No

Additional Permits:

Are additional federal or state permits required? Yes No

If so, please list and provide a copy of each permit:

State of Oregon Archaeological Excavation Permit	Applications submitted to SHPO for State Parks, ODOT, and private parcels
Federal Archaeological Resources Protection Act Permit	Application submitted to USFS (Columbia River Gorge National Scenic Area)

Area for Proposed Study:

Please note that OPRD’s jurisdiction includes all state parks AND that portion of Oregon’s coastal zone from extreme low tide to the statutory or actual vegetation line, whichever is most landward and ¼ mile on each side of the river of all State Scenic Waterways.

The project involves an approximately four-mile-long corridor paralleling and south of I-84 in Hood River County. The corridor traverses:

Viento State Park
 Wygant State Natural Area
 Vinzenz Lausmann State Natural Area
 Seneca Fouts State Natural Area

Dates of Proposed Study: Project Begin Date/Project End Date

July 9, 2018	June 30, 2019	

Scientific Research Permit Standard Permit Conditions and Restrictions

By acceptance of this permit, Permittee agrees to abide by the following conditions:

1. All activities shall comply with applicable federal, state, and local laws, regulations, and ordinances. Any necessary federal, state, or local permits shall be obtained prior to the beginning of the activity. Copies of those permits must be provided to the Park Manager before work begins.
2. The Permittee assumes full responsibility and liability for any damages or injury to any member of the public arising out of the activity, including personal injury and property damage, and for any damage to park property.
3. The Permittee shall indemnify and hold harmless the State of Oregon, its Parks and Recreation Commission and members thereof, the State Parks and Recreation Department, and its officer, agents, and employees against any and all damages, claims, or causes of action arising from or in connection with the activity.
4. The study shall be completed only in those areas identified in the permit application and as identified on a 1:24,000 scale USGS map with a circle drawn around the proposed study area.
5. The Permittee shall carry a copy of this permit at all times while on OPRD managed or owned property, and must be able to show the permit to OPRD staff upon request.
6. The collections allowed under this permit shall be used for scientific or educational purposes only, shall be dedicated to the public benefit, and shall not be used for commercial purposes.
7. Except for the resources indicated in the permit, the taking or disturbing of resources is specifically prohibited.
8. Any permitted holes dug must be refilled. All holes must be dug with a shovel or a hand auger.
9. The collection of plants shall not occur within 200 feet of any road, parking lot, trail, campground, picnic area, or restroom, unless the collecting site is completely screened from view, in which case 100 feet will be the minimum distance.
10. No more than 1% of the population will be collected (i.e., one out of every hundred individuals). Permittee will use scientific judgment and will collect specimens only from populations that can tolerate collection without jeopardizing the viability of that population.
11. The Permittee shall submit a summary of the information gathered to the Park Manager where the investigations took place, and to the OPRD Stewardship Section in Salem, Oregon. The Department further requires that the Permittee shall provide to the Department any materials published because of this permit.
12. Contact the Park Manager(s) at least 24 hours prior to each occurrence of the permitted activity.
13. OPRD reserves the right to cancel this permit for any reason.
14. For activities on the ocean shore, a special drive-on-beach permit is needed for any areas closed to motor vehicles.
15. If any cultural material is discovered during a project, all work and operations must stop immediately and an OPRD archeologist must be contacted to assess the discovery. Contact Coastal Region Archaeologist Steve Willis at (541) 272-9353; Valleys Region Archaeologist Nancy Nelson at (503) 986-0578, and Mountains Region Steve Jenevein at (541) 971-301-3956.
16. Drone Usage Policy: 1) permit holder meet current FAA standards and provide us either a remote pilot certificate for Pilot in Command (PIC) or an FAA issued Certificate of Authorization (COA); 2) the aircraft must also be registered with the FAA and if the operator is a public entity in Oregon, with the Oregon

Permit # 024-18

Permit Expires: June 30, 2019

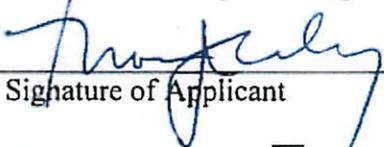
Department of Aviation; 3) Additionally, you would need to contact Park Manager(s) at each specific park prior to using drones in their management areas.

**OPRD Special Conditions Imposed:
Do not write in box below, for reviewer use only.**

Special conditions apply: As follows See attached

The purpose of the investigation is to identify and document cultural resources; archaeological exploration will be done by qualified archaeologists under appropriate state and federal permits. As a goal of the work is to identify and document cultural material, Condition #15 above will not apply.

I, the undersigned, have read and hereby agree to the conditions and restrictions listed above. I further understand that the department may impose special conditions. I hereby agree to abide by any special conditions if this permit is granted.

	Thomas Connolly	<u>6.6.2018</u>
Signature of Applicant	Printed Name of Applicant	Date

This permit has been approved with conditions denied

	Trevor Taylor	7/10/2018
Trevor Taylor, OPRD Stewardship Manager	Printed Name Stewardship Manager	Date

Applicant must carry this permit at all times while on state park owned or managed properties

Email application to:
sara.griffith@oregon.gov

OR

Mail application to:
Oregon Parks and Recreation Department
Attention: Stewardship Section
725 Summer Street, NE Suite C
Salem, Oregon 97301

For further information, contact:
Sara Griffith, Stewardship Assistant, (503) 986-0737

Oregon Parks and Recreation Department

Scientific Research Permit Application

Instructions



The Oregon Parks and Recreation Department (OPRD) welcomes interest in conducting scientific research on lands owned and managed by the department. Scientific studies designed to increase the understanding of ecological processes and resources on state park lands are a valuable source of information for park and resource managers.

OPRD intends to cooperate with organizations and institutions when their scientific research is compatible with the department's mission of land stewardship through the protection of ecological processes and natural resources.

A scientific research permit is required for most scientific or educational activities pertaining to natural and cultural resources that involve specimen collection, field work, or that may have the potential to disturb natural and cultural resources on OPRD owned or managed lands.

All requests for permit to conduct scientific or educational research and/or collection must be submitted on a current "Oregon Parks and Recreation Department Scientific Research Permit Application" form (available in Adobe PDF or Microsoft Word formats).

Instructions:

- Complete all appropriate blocks/lines. Applications must be typewritten with original signatures. A complete application prevents delays!
- Sign the application in ink and send an original to the address at the bottom of the application. Faxed copies will not be accepted.
- Attach to application a USGS topographic map and aerial photo with precise location of proposed work.
- We recommend that applications be submitted at least 60 days in advance of the first planned field activity.
- Permits may be issued for multiple years.

Email application to:

sara.griffith@oregon.gov

or

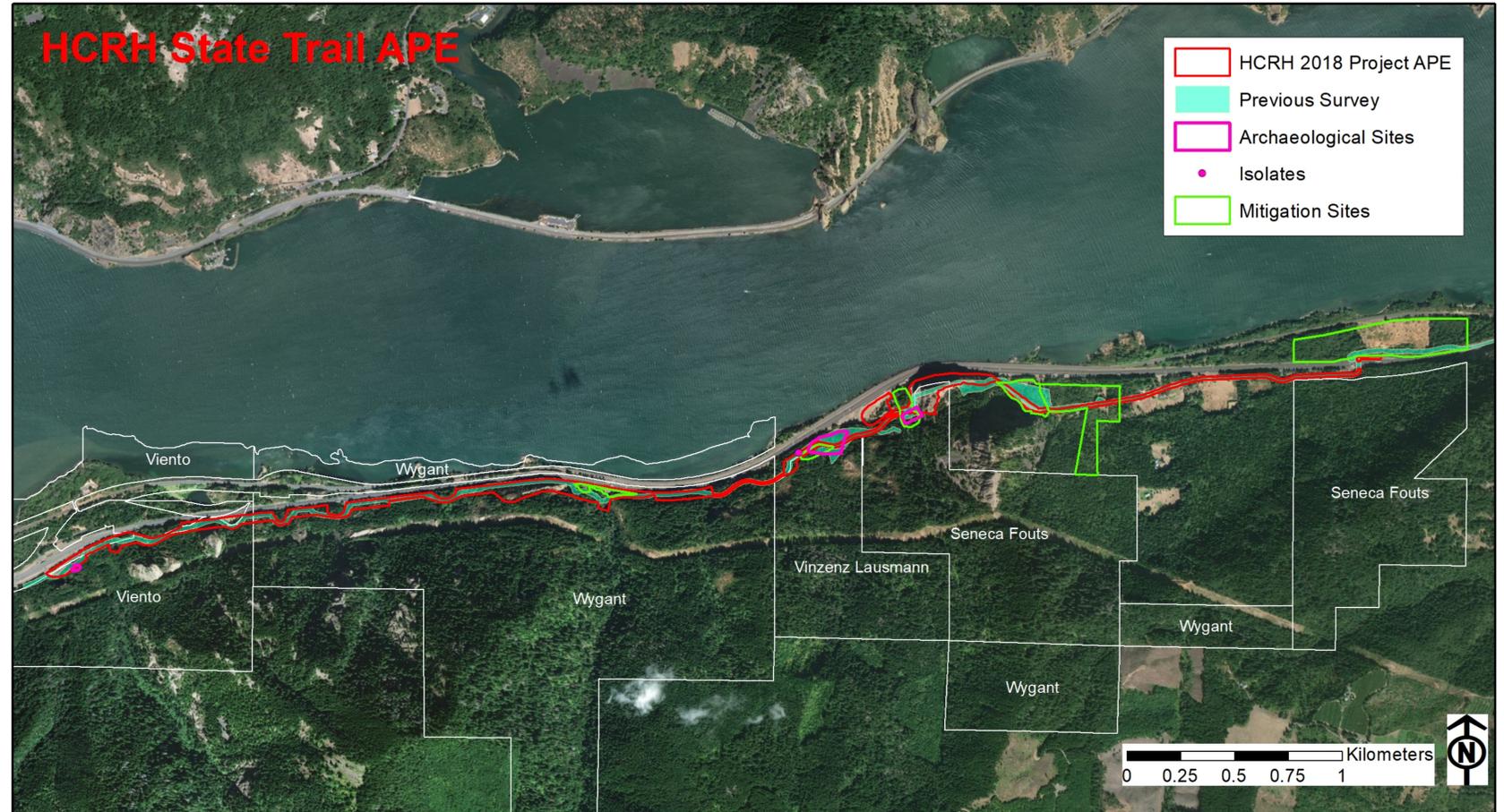
Mail application to:

Oregon Parks and Recreation Department
Attention: Stewardship Section
725 Summer Street, NE Suite C
Salem, Oregon 97301

For further information, contact:

Sara Griffith, Stewardship Assistant
(503) 986-0737





**U.S. DEPARTMENT OF AGRICULTURE
 FOREST SERVICE
 PERMIT FOR ARCHAEOLOGICAL INVESTIGATIONS
 AUTHORITY**

**The Archaeological Resources Protection Act of 1979, 16 U.S.C. 470aa-mm
 The Organic Act of 1897, 16 U.S.C. 551**

1. Holder University of Oregon Museum of Natural & Cultural History	2. Date of corresponding application June 6, 2018
3. Address Museum of Natural and Cultural History 1224 University of Oregon Eugene, OR 97403-1224	4. Telephone numbers 5. Email addresses
6. Name of authorized officer Thomas Connolly Telephone numbers 541-346-3031 Email addresses connolly@uoregon.edu	7. Name of principal investigators Thomas Connolly Telephone numbers 541-346-3031 Email addresses connolly@uoregon.edu
8. Name of field directors authorized to carry out field projects Thomas Connolly, Jaime Kennedy, or Paul Baxter	Telephone numbers 541-346-3031 (Connolly) 541-346-3033 (Kennedy) 541-346-0810 (Baxter) Email addresses connolly@uoregon.edu, jaimeken@uoregon.edu; pbaxter@uoregon.edu
9. Activities authorized <ul style="list-style-type: none"> • Consulting: Project-specific • Consulting: Blanket (non-ground-disturbing survey only) • Academic Research (consulting activities not authorized) • Non-ground-disturbing activities (such as surveys) • Non-ground-disturbing activities that include limited testing (e.g., shovel tests or scrapes) 	
10. Description of National Forest System lands authorized for use (hereinafter referred to as "the permit area") Historic Columbia River Highway Corridor and proposed recreation trail connection, Hood River County SE ¼ NE ¼ Sec. 31 T3N R10E; Tax Lot: 03N10E3100100	

11. Permit term

From July 26, 2018

To December 31, 2019

12. Name and address of the curatorial facility in which collections, records, data, photographs, and other documents resulting from activities conducted under this permit shall be deposited for permanent preservation on behalf of the United States Government.

Oregon State Museum of Anthropology (a unit of the University of Oregon Museum of Natural & Cultural History)

TERMS AND CONDITIONS

I. GENERAL TERMS

A. AUTHORITY. This permit is issued pursuant to The Archaeological Resources Protection Act of 1979, 36 CFR Part 251, Subpart B, 36 CFR Part 296, the Uniform Rules and Regulations of the Antiquities Act of 1906, 43 CFR Part 3, and applicable Forest Service policies and procedures and is subject to their provisions.

B. AUTHORIZED OFFICER. The authorized officer for this permit is the Forest Supervisor or a subordinate officer with delegated authority.

C. ANNUAL REVIEW. If this permit is issued for more than one year, it shall be reviewed annually by the authorized officer.

D. RENEWAL AND EXTENSION. This permit is not renewable. The holder may request an extension of this permit for a limited, specified period to complete activities authorized under this permit. Requests for an extension must be submitted in writing at least one month before expiration of this permit.

E. AMENDMENT. This permit may be amended in whole or in part by the Forest Service when, at the discretion of the authorized officer, such action is deemed necessary or desirable to incorporate new terms that may be required by law, regulation, the applicable land management plan, or projects and activities implementing a land management plan pursuant to 36 CFR Part 215. Any amendments to individuals named in or activities authorized by this permit that are needed by the holder must be approved by the authorized officer in writing.

F. COMPLIANCE WITH LAWS, REGULATIONS, AND OTHER LEGAL REQUIREMENTS. In exercising the privileges granted by this permit, the holder shall comply with all present and future federal laws and regulations and all present and future state, county, and municipal laws, regulations, and other legal requirements that apply to the permit area, to the extent they do not conflict with federal law, regulations, or policy. The Forest Service assumes no responsibility for enforcing laws, regulations, and other legal requirements that fall under the jurisdiction of other governmental entities.

G. NON-EXCLUSIVE USE. The use and occupancy authorized by this permit are not exclusive. The Forest Service reserves the right of access to the permit area, including a continuing right of physical entry to the permit area for inspection, monitoring, or any other purpose consistent with any right or obligation of the United States under any law or regulation. The holder shall allow the authorized officer or the authorized officer's representative full access to the permit area at any time the holder is in the field for purposes of examining the permit area and any recovered materials and related records. The Forest Service reserves the right to allow others to use the permit area in any way that is not inconsistent with the holder's rights and privileges under this permit, after consultation with all parties involved.

H. ASSIGNABILITY. This permit is not assignable or transferable.

II. OPERATIONS

A. OPERATING PLAN. The application corresponding to this permit is incorporated as the operating plan for this permit and is attached as Appendix A. The authorized officer may supplement the information contained in the application as appropriate or necessary.

B. REQUIRED PERMITS. The holder shall obtain all other permits required for conducting the activities authorized by this permit.

C. QUALIFIED INDIVIDUALS. Archaeological project design, literature review, development of regional historical contexts, site evaluation, conservation and protection measures, and recommendations for subsequent investigations

CRG909; Index #250792

shall be developed with direct involvement of an individual who meets the Secretary of the Interior's Standards for Archaeology and Historic Preservation. Fieldwork shall be overseen by an individual who meets the Secretary of the Interior's Standards for Archaeology and Historic Preservation.

D. CONDITION OF OPERATIONS. The holder shall maintain the authorized improvements and permit area to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the authorized officer and consistent with other provisions of this permit. Standards are subject to periodic change by the authorized officer.

E. PROHIBITION ON USE OF MECHANIZED EQUIPMENT IN WILDERNESS AREAS. The holder shall not use mechanized equipment in wilderness areas and shall not use mechanized equipment in proposed or potential wilderness areas without prior written approval from the authorized officer.

F. PROHIBITION ON FLINT KNAPPING AND LITHIC REPLICATION EXPERIMENTS. The holder shall not conduct any flint knapping or lithic replication experiments at any archaeological site, aboriginal quarry source, or non-archaeological site that might be mistaken for an archaeological site as a result of such experiments.

G. PROHIBITION ON IMPEDING OR INTERFERING WITH OTHER USES. The holder shall perform the activities authorized by this permit so as not to impede or interfere with administrative or other authorized uses of National Forest System lands.

H. RESTRICTION ON MOTOR VEHICLE USE. The holder shall restrict motor vehicle use to designated roads, trails, and areas, unless specifically provided otherwise in the operating plan.

I. MINIMIZING GROUND DISTURBANCE. The holder shall keep ground disturbance to a minimum consistent with the nature and purpose of the authorized fieldwork.

J. RESOURCE PROTECTION. The holder shall conduct all activities so as to prevent or minimize scarring, erosion, littering, and pollution of National Forest System lands, water pollution, and damage to watersheds. In addition, the holder shall take precautions at all times to prevent wildfire. The holder may not burn debris without prior written approval from the authorized officer.

K. PREVENTION OF INJURY. The holder shall take precautions to protect livestock, wildlife, the public, and other users of National Forest System lands from accidental injury at any excavation site.

L. DESTRUCTION AND REMOVAL OF TREES. The holder shall not destroy or remove any trees on National Forest System lands without prior written approval from the authorized officer.

M. RESOURCE MANAGEMENT FACILITIES. The holder shall not disturb resource management facilities, such as fences, reservoirs, and other improvements, within the permit area without prior written approval from the authorized officer. Where disturbance of a resource management facility is necessary, the holder shall return it to its prior location and condition.

N. BACKFILLING. The holder shall backfill all subsurface test and excavation sites as soon as possible after recording the results and shall restore subsurface test and excavation sites as closely as possible to their original contour.

O. REMOVAL OF STAKES AND FLAGGING. The holder shall remove temporary stakes and flagging installed by the holder upon completion of fieldwork.

P. SITE RESTORATION. The holder shall restore all camp and work areas to their original condition before vacating the permit area. Refuse shall be carried out and deposited in disposal areas approved by the authorized officer.

Q. TITLE TO ARTIFACTS AND ASSOCIATED DOCUMENTATION. Archaeological and historical artifacts excavated or removed from National Forest System lands and any associated documentation shall remain the property of the United States.

R. NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION (NAGPRA). In accordance with 25 U.S.C. 3002 (d) and 43 CFR 10.4, if the holder inadvertently discovers human remains, funerary objects, sacred objects, or objects of cultural patrimony on National Forest System lands, the holder shall immediately cease work in the area of the discovery and shall make a reasonable effort to protect and secure the items. The holder shall immediately notify the authorized officer by telephone of the discovery and shall follow up with written confirmation of the discovery. The activity that resulted in the inadvertent discovery may not resume until 30 days after the authorized officer certifies receipt of the written confirmation, if resumption of the activity is otherwise lawful, or at any time if a binding written agreement has been executed between the Forest Service and the affiliated Indian tribes that adopts a recovery plan for the human remains and objects.

CRG909; Index #250792

S. ADDITIONAL REQUIREMENTS. Prior to beginning any fieldwork under the authority of this permit, the holder shall contact the authorized officer responsible for administering the lands involved to obtain further instructions regarding current land and resource conditions.

III. REPORTING REQUIREMENTS

A. PRELIMINARY REPORT. The holder shall submit a preliminary report to the authorized officer within two weeks of completion of the first stage of fieldwork. The preliminary report shall enumerate what was done during the first stage of fieldwork, how it was done, by whom, where, and with what results, including maps, global positioning satellite data, an approved site form for each newly recorded archaeological site, and the holder's professional recommendations regarding resource significance, as appropriate. Depending on the scope, duration, and nature of the work, the authorized officer may require progress reports periodically for the duration of the authorized activities.

B. DRAFT FINAL REPORT. Within eight weeks of completion of fieldwork, the holder shall submit an edited draft final report to the authorized officer for review to ensure conformance with applicable laws, regulations, policies, and procedures and the terms and conditions of this permit.

C. FINAL REPORT. The holder shall submit the original final report and at least two copies to the authorized officer within 20 weeks after completion of fieldwork.

D. BLANKET SURVEY CONSULTING PERMIT. If this is a multi-year survey consulting permit, at the end of each calendar year, the holder shall submit to the authorized officer a report enumerating all activities conducted under this permit.

E. DEPOSIT OF MATERIALS AND DOCUMENTS WITH A CURATORIAL FACILITY. Within 90 days of the date the final report is submitted to the authorized officer, the holder shall deposit all artifacts, samples, and collections and original or clear copies of all records, data, photographs, and other documents resulting from activities authorized by this permit with the curatorial facility named in block 12.

F. CATALOGUE AND EVALUATION OF DEPOSITED MATERIALS. The holder shall provide the authorized officer with a catalogue and evaluation of all materials deposited with the curatorial facility named in block 12, including the facility's accession or catalogue numbers, and confirmation, signed by an authorized curatorial facility official, that artifacts, samples, and collections were deposited with the approved curatorial facility. The confirmation shall include the date the materials were deposited and the type, number, and condition of the deposited materials.

G. CONFIDENTIALITY OF SENSITIVE RESOURCES. The holder agrees to keep the specific location of sensitive resources confidential. Sensitive resources include but are not limited to threatened, endangered, and rare species; archaeological sites; caves; fossil sites; minerals; commercially valuable resources; and traditional cultural properties.

H. CONFIDENTIALITY OF INFORMATION IDENTIFYING ARCHAEOLOGICAL SITES. Without the authorized officer's prior written approval, the holder shall not publish any locational or other information identifying archaeological sites that could compromise their protection and management by the federal government.

I. IDENTIFICATION OF FOREST SERVICE PERMIT. Any published article, paper, or book containing results of work conducted under this permit shall specify that the work was performed in the Columbia River Gorge National Scenic Area under a Forest Service permit.

J. SUBMISSION OF WRITTEN MATERIALS. The holder shall submit a copy of any published or unpublished report, article, paper, or book resulting from the authorized activities (other than reports required by clauses III.A, B, and C) to the authorized officer and the appropriate official of the curatorial facility named in block 12. The holder shall submit tabular and spatial data to the authorized officer in the format specified in Appendix A.

IV. RIGHTS AND LIABILITIES

A. LEGAL EFFECT OF THE PERMIT. This permit, which is revocable and terminable, is not a contract or a lease, but rather a federal license. The benefits and requirements conferred by this authorization are reviewable solely under the procedures set forth in 36 CFR Part 251, Subpart C, and 5 U.S.C. 704. This permit does not constitute a contract for purposes of the Contract Disputes Act, 41 U.S.C. 601. The permit is not real property, does not convey any interest in real property, and may not be used as collateral for a loan.

B. VALID OUTSTANDING RIGHTS. This permit is subject to all valid outstanding rights. Valid outstanding rights include those derived from mining and mineral leasing laws of the United States. The United States is not liable to the holder for the exercise of any such right.

C. ABSENCE OF THIRD-PARTY BENEFICIARY RIGHTS. The signatories of this permit do not intend to confer any rights on any third party as a beneficiary under this permit.

D. DAMAGE TO UNITED STATES PROPERTY. The holder has an affirmative duty to protect from damage the land, property, and other interests of the United States. Damage includes but is not limited to fire suppression costs, and all costs and damages associated with or resulting from the release or threatened release of a hazardous material occurring during or as a result of activities of the holder or the holder's heirs, assigns, agents, employees, contractors, or lessees on, or related to, the lands, property, and other interests covered by this permit. For purposes of clause IV.F, "hazardous material" shall mean any hazardous substance, pollutant, contaminant, hazardous waste, oil, and/or petroleum product, as those terms are defined under any federal, state, or local laws or regulations.

E. INDEMNIFICATION. The holder shall indemnify, defend, and hold harmless the United States for any costs, damages, claims, liabilities, and judgments arising from past, present, and future acts or omissions of the holder in connection with the use and occupancy authorized by this permit. This indemnification and hold harmless provision includes but is not limited to acts and omissions of the holder or the holder's family, guests, invitees, heirs, assignees, agents, employees, contractors, or lessees in connection with the use and occupancy authorized by this permit which result in (1) violations of any laws and regulations which are now or which may become applicable; (2) judgments, claims, demands, penalties, or fees assessed against the United States; (3) costs, expenses, and damages incurred by the United States; or (4) the release or threatened release of any solid waste, hazardous waste, hazardous materials, pollutant, contaminant, oil in any form, or petroleum product into the environment. The authorized officer may prescribe terms that allow the holder to replace, repair, restore, or otherwise undertake necessary curative actions to mitigate damages in addition to or as an alternative to monetary indemnification.

F. CONTINUATION OF LIABILITY BEYOND EXPIRATION. The holder shall not be released from requirements of this permit until all outstanding obligations have been satisfied, regardless of whether the permit has expired.

V. LAND USE FEE.

A. LAND USE FEE. The holder shall pay an annual land use fee of \$225 for the period from July 26, 2018 to December 31, 2018 and thereafter annually on n/a , in the amount of n/a .

VI. REVOCAION, SUSPENSION, AND TERMINATION

A. **REVOCAION AND SUSPENSION.** The authorized officer may revoke or suspend this permit in whole or in part:

1. For noncompliance with federal, state or local law.
2. For noncompliance with the terms and conditions of this permit.
3. For abandonment or other failure of the holder to exercise the privileges granted.
4. With the consent of the holder.
5. For specific and compelling reasons in the public interest.

Prior to revocation or suspension, other than immediate suspension under clause C, the authorized officer shall give the holder written notice of the grounds for revocation or suspension. In the case of revocation or suspension based on clause VI.A.1, 2, or 3, the authorized officer shall give the holder a reasonable period, not to exceed 90 days, to cure any noncompliance.

B. RELINQUISHMENT OF ARTIFACTS AND DOCUMENTS. Within 30 days of revocation or suspension of this permit, the holder shall deliver to the Forest Service all artifacts and originals of all photographs, negatives, catalogues, field notes, analysis sheets, reports in any stage of preparation, computer files, and any other records resulting from any activity conducted under this permit.

C. IMMEDIATE SUSPENSION. The authorized officer may immediately suspend this permit in whole or in part when necessary to protect public health or safety or the environment. The suspension decision shall be in writing. The holder may request an on-site review with the authorized officer's supervisor of the adverse conditions prompting the suspension. The authorized officer's supervisor shall grant this request within 48 hours. Following the on-site review, the authorized officer's supervisor shall promptly affirm, modify, or cancel the suspension.

D. APPEALS AND REMEDIES. Written decisions made by the authorized officer relating to administration of this permit are subject to appeal pursuant to 36 CFR Part 214. Revocation or suspension of this permit shall not give rise to any claim for damages by the holder against the Forest Service.

E. TERMINATION. This permit shall terminate when by its terms a fixed or agreed upon condition, event, or time occurs

without any action by the authorized officer. Examples include but are not limited to expiration of the permit by its terms on a specified date. Termination of this permit is not subject to administrative appeal and shall not give rise to any claim for damages by the holder against the Forest Service.

VII. MISCELLANEOUS PROVISIONS

A. MEMBERS OF CONGRESS. No member of or delegate to Congress or Resident Commissioner shall benefit from this permit either directly or indirectly, except to the extent the authorized use provides a general benefit to a corporation.

B. SUPERIOR CLAUSES. If there is any conflict between any of the preceding clauses and any subsequent clauses or appendices, the preceding clauses shall control.

THIS PERMIT IS ACCEPTED SUBJECT TO ALL ITS TERMS AND CONDITIONS.

BEFORE ANY PERMIT IS ISSUED TO AN ENTITY, DOCUMENTATION MUST BE PROVIDED TO THE AUTHORIZED OFFICER OF THE AUTHORITY OF THE SIGNATORY FOR THE ENTITY TO BIND IT TO THE TERMS AND CONDITIONS OF THE PERMIT.

ACCEPTED:

UNIVERSITY OF OREGON MUSEUM OF
NATURAL AND CULTURAL HISTORY

Jaime Kennedy Research Assoc. UD MNCH Jaime Kennedy 8/10/18
HOLDER NAME, PRECEDED BY NAME AND SIGNATURE DATE
TITLE OF PERSON SIGNING ON BEHALF OF
HOLDER, IF HOLDER IS AN ENTITY

APPROVED:

LYNN BURDITT
AREA MANAGER [Signature] 8/14/2018
NAME AND TITLE OF AUTHORIZED OFFICER SIGNATURE DATE

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond, to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0082. The time required to complete this information collection is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

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To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer.

The Privacy Act of 1974 (5 U.S.C. 552a) and the Freedom of Information Act (5 U.S.C. 552) govern the confidentiality to be provided for information received by the Forest Service.

Appendix A: Maps

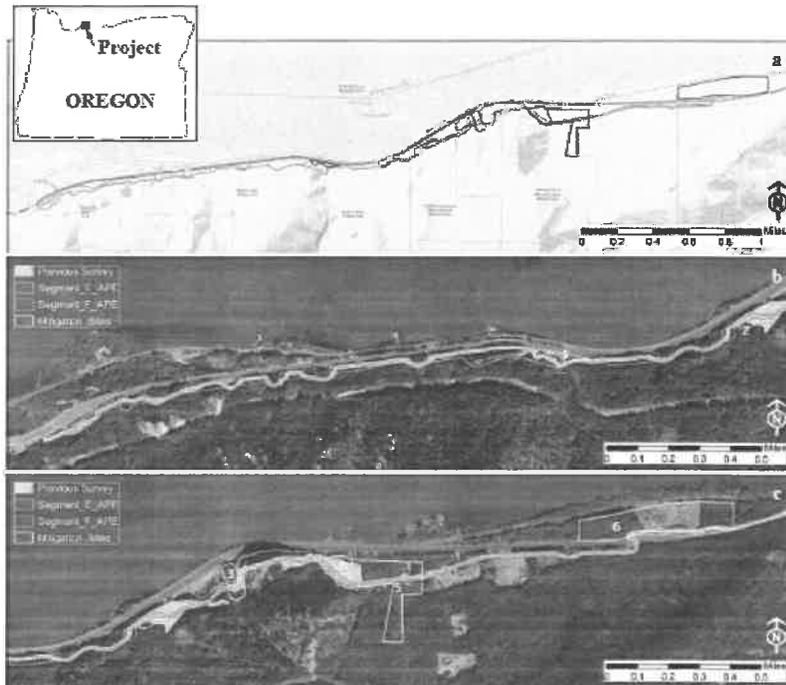


Figure 1. a. The project corridor general location; b. the west end; c. the east end (mitigation parcels are shown as blue polygons on map a, and as yellow polygons on maps b and c).



Figure 3. Cultural resources in the project corridor, I-84 MP 56.0 to 56.8.

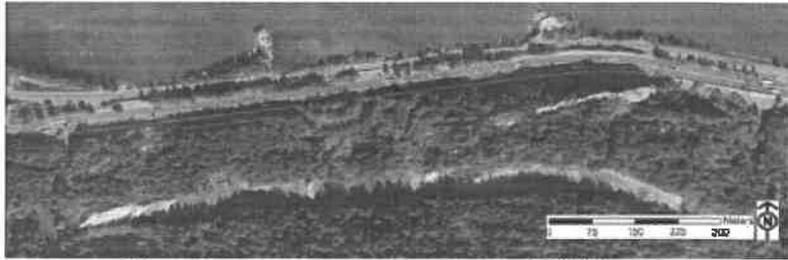


Figure 4. Cultural resources in the project corridor, I-84 MP 56.8 to 57.7.

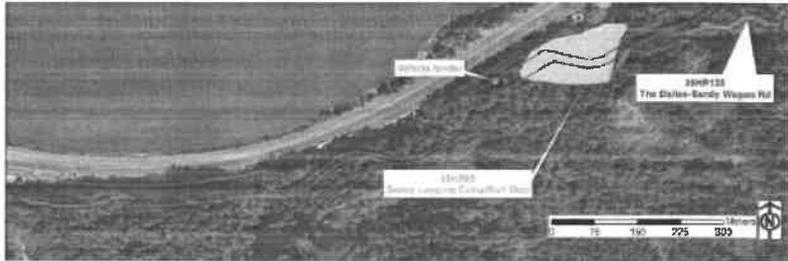


Figure 5. Cultural resources in the project corridor, I-84 MP 57.7 to 58.5.



Figure 6. Cultural resources in the project corridor, I-84 MP 58.5 to 59.5.



Figure 7. Cultural resources in the project corridor, I-84 MP 59.5 to 60.3.

Appendix B: Operating Plan

The application by the Museum of Natural and Cultural History, University of Oregon, to the Columbia River Gorge National Scenic Area dated June 6, 2018 are to be incorporated into the permit as part of the operating plan for work conducted under this permit. The work described in this application is in support of the Historic Columbia River Highway connection project and has been reviewed and approved by the forest archeologist.

Work will be conducted as described in the Research Design letter from Tom Connolly and Jaime Kennedy to Michael Schurke, dated June 6, 2018. A: Research Design, prepared by the applicant. Any other work proposed outside of the location identified in the attached letter must be approved by the Forest Service through an amendment to this operating plan.

Appendix B

Artifact Catalog
HCRH Segments E & F Project

Catalog Number	Site	Probe	Level	Group	Material	Item (Descr.)	Count	MNI	Completeness	Curated	Add'l Provenience Notes
TP-10-5-1	35HR134	10	5	Structural	Brick	Brick	3	2	Incomplete		
TP-1-1-1	35HR134	1	1	Indefinite Use	Ferrous Metal	Can	1	1	Incomplete		
TP-1-2-1	35HR134	1	2	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete		
TP-12-1-1	35HR134	12	1	Indefinite Use	Bright Green Glass	Bottle	2	1	Incomplete		
TP-12-1-2	35HR134	12	1	Structural	Colorless Glass	Window Pane	11	1	Incomplete		
TP-12-2-1	35HR134	12	2	Indefinite Use	Bright Green Glass	Bottle	1	1	Incomplete		
TP-12-2-2	35HR134	12	2	Structural	Colorless Glass	Window Pane	9	1	Incomplete		
TP-12-3-1	35HR134	12	3	Structural	Colorless Glass	Window Pane	4	1	Incomplete		
TP-12-4-1	35HR134	12	4	Domestic	W.I.E.	Vessel/Dish	1	1	Incomplete		
TP-12-4-2	35HR134	12	4	Indefinite Use	Bright Green Glass	Bottle	3	1	Incomplete		
TP-12-4-3	35HR134	12	4	Structural	Colorless Glass	Window Pane	2	1	Incomplete		
TP-12-4-5	35HR134	12	4	Structural	Ferrous Metal	Wire Nail	1	1	Complete		
TP-12-5-1	35HR134	12	5	Structural	Colorless Glass	Window Pane	19	1	Incomplete		
TP-12-5-2	35HR134	12	5	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete		
TP-12-5-3	35HR134	12	5	Indefinite Use	Bright Green Glass	Bottle	3	1	Incomplete		
TP-12-5-4	35HR134	12	5	Domestic	Stoneware	Salt glazed stoneware	3	1	Incomplete		
TP-12-5-5	35HR134	12	5	Domestic	W.I.E.	Unid. WIE	1	1	Incomplete		
TP-12-6-1	35HR134	12	6	Indefinite Use	Bright Green Glass	Bottle	3	1	Incomplete		
TP-12-6-2	35HR134	12	6	Structural	Colorless Glass	Window Pane	7	1	Incomplete		
TP-12-6-3	35HR134	12	6	Indefinite Use	Dark Olive Glass	Bottle/Jar	1	1	Incomplete		
TP-12-7-1	35HR134	12	7	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete		Wall Fall
TP-12-7-2	35HR134	12	7	Structural	Colorless Glass	Window Pane	5	1	Incomplete		Wall Fall
TP-13-1-1	35HR134	13	1	Indefinite Use	Light Aqua Glass	Bottle/Jar	1	1	Incomplete		
TP-13-1-2	35HR134	13	1	Indefinite Use	Amber Glass	Bottle/Jar	1	1	Incomplete		
TP-13-2-1	35HR134	13	2	Structural	Ferrous Metal	Wire Nail	1	1	Complete		
TP-13-3-1	35HR134	13	3	Domestic	Ferrous Metal	Caster	1	1	Complete		
TP-14-1-1	35HR134	14	1	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete		
TP-14-1-2	35HR134	14	1	Structural	Colorless Glass	Window Pane	1	1	Incomplete		
TP-14-2-1	35HR134	14	2	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete		
TP-14-3-1	35HR134	14	3	Structural	Redware	Doorknob	1	1	Complete		
TP-14-4-1	35HR134	14	4	Structural	Ferrous Metal	Wire Nail	4	4	Complete		
TP-14-4-2	35HR134	14	4	Indefinite Use	Amber Glass	Bottle/Jar	1	1	Incomplete		
TP-14-5-1	35HR134	14	5	Structural	Ferrous Metal	Bolt	1	1	Complete		
TP-14-5-2	35HR134	14	5	Structural	Ferrous Metal	Bolt	1	1	Complete		
TP-14-6-1	35HR134	14	6	Structural	Ferrous Metal	Bolt	1	1	Complete		
TP-14-6-2	35HR134	14	6	Structural	Ferrous Metal	Wire Nail	2	2	Complete		
TP-14-7-1	35HR134	14	7	Structural	Colorless Glass	Window Pane	4	1	Incomplete		
TP-14-7-2	35HR134	14	7	Indefinite Use	White Opaque Glass	Bottle/Jar	1	1	Incomplete		
TP-15-3-1	35HR134	15	3	Domestic	Porcelain	Japanese porcelain	6	1	Incomplete		
TP-15-4-1	35HR134	15	4	Structural	Ferrous Metal	Wire Nail	1	1	Complete		
TP-15-5-1	35HR134	15	5	Structural	Colorless Glass	Window Pane	2	1	Incomplete		
TP-15-5-2	35HR134	15	5	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete		
TP-15-6-1	35HR134	15	6	Unidentified	Ferrous Metal	Amorphous Metal	2	2	Incomplete		
TP-15-8-1	35HR134	15	8	Structural	Colorless Glass	Window Pane	1	1	Incomplete		Wall Fall
TP-16-1-1	35HR134	16	1	Structural	Colorless Glass	Window Pane	1	1	Incomplete		
TP-16-2-1	35HR134	16	2	Structural	Colorless Glass	Window Pane	1	1	Incomplete		
TP-16-2-2	35HR134	16	2	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete		
TP-16-3-1	35HR134	16	3	Structural	Colorless Glass	Window Pane	1	1	Incomplete		
TP-16-5-1	35HR134	16	5	Structural	Ferrous Metal	Wire Nail	1	1	Complete		
TP-17-1-1	35HR134	17	1	Indefinite Use	Colorless Glass	Bottle	16	1	Incomplete		
TP-17-1-2	35HR134	17	1	Domestic	Metal	Screw Cap	1	1	Complete		
TP-17-2-1	35HR134	17	2	Indefinite Use	Colorless Glass	Bottle/Jar	13	1	Incomplete		
TP-17-2-2	35HR134	17	2	Structural	Colorless Glass	Window Pane	3	1	Incomplete		
TP-17-3-1	35HR134	17	3	Structural	Colorless Glass	Window Pane	1	1	Incomplete		
TP-17-3-2	35HR134	17	3	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete		
TP-17-3-3	35HR134	17	3	Modern Refuse	Plastic	Unid. Plastic	1	1	Incomplete		
TP-19-1-1	35HR134	19	1	Indefinite Use	Amber Glass	Bottle/Jar	1	1	Incomplete		
TP-20-1-1	35HR134	20	1	Structural	Ferrous Metal	Wire Nail	10	1	Partial		

TP-20-1-2	35HR134	20	1	Structural	Textile	Carpet Fiber	1	1	Incomplete	
TP-20-2-1	35HR134	20	2	Indefinite Use	W.I.E.	Vessel/Dish	1	1	Incomplete	
TP-20-2-2	35HR134	20	2	Structural	Ferrous Metal	Wire	1	1	Incomplete	
TP-20-3-1	35HR134	20	3	Structural	Ferrous Metal	Wire	2	1	Incomplete	
TP-2-1-1	35HR134	2	1	Structural	Ferrous Metal	Wire Nail	4	4	Complete	
TP-2-1-2	35HR134	2	1	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-2-1-3	35HR134	2	1 (Wall Fall)	Structural	Ferrous Metal	Wire Nail	1	1	Complete	Wall Fall
TP-2-1-4	35HR134	2	1	Structural	Ferrous Metal	Double Headed Nail	4	4	Complete	
TP-2-2-1	35HR134	2	2	Structural	Ferrous Metal	Wire Nail	5	5	Complete	
TP-22-1-1	35HR134	22	1	Structural	Colorless Glass	Privacy glass	2	1	Incomplete	
TP-2-2-2	35HR134	2	2	Structural	Ferrous Metal	Staple	1	1	Complete	
TP-22-2-1	35HR134	22	2	Structural	Colorless Glass	Privacy glass	5	1	Incomplete	
TP-22-2-2	35HR134	22	2	Indefinite Use	Ferrous Metal	Pipe	1	1	Complete	
TP-22-2-3	35HR134	22	2	Structural	Ferrous Metal	Screw	1	1	Complete	
TP-22-2-4	35HR134	22	2	Structural	Ferrous Metal	Wire	1	1	Incomplete	
TP-2-2-3	35HR134	2	2	Structural	Ferrous Metal	Double Headed Nail	14	14	Complete	
TP-22-3-1	35HR134	22	3	Structural	Colorless Glass	Pyrex Fuse Plug	1	1	Incomplete	
TP-22-3-2	35HR134	22	3	Structural	Ferrous Metal	Wire Nail	1	1	Complete	
TP-22-3-3	35HR134	22	3	Structural	Ferrous Metal	Wire	1	1	Incomplete	
TP-22-4-1	35HR134	22	4	Structural	Ferrous Metal	Wire Nail	1	1	Complete	
TP-22-4-2	35HR134	22	4	Indefinite Use	Ferrous Metal	Spring	1	1	Complete	
TP-2-3-1	35HR134	2	3	Structural	Ferrous Metal	Double Headed Nail	1	1	Complete	
TP-25-3-1	35HR134	25	3	Structural	Ferrous Metal	Wire Nail	1	1	Complete	
TP-3-1-1	35HR134	3	1	Structural	Ferrous Metal	Wire Nail	5	5	Complete	
TP-3-1-2	35HR134	3	1	Domestic	Porcelain	Vessel/Dish	1	1	Incomplete	
TP-3-1-3	35HR134	3	1	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-3-1-4	35HR134	3	1	Modern Refuse	Plastic	Unid. Plastic	1	1	Incomplete	
TP-3-1-5	35HR134	3	1	Indefinite Use	W.I.E.	Vessel/Dish	1	1	Incomplete	
TP-3-1-6	35HR134	3	1	Indefinite Use	Light Aqua Glass	Bottle/Jar	1	1	Incomplete	
TP-3-2-1	35HR134	3	2	Structural	Ferrous Metal	Wire Nail	1	1	Incomplete	
TP-3-3-1	35HR134	3	3	Structural	Ferrous Metal	Wire Nail	7	7	Complete	
TP-3-3-2	35HR134	3	3	Structural	Colorless Glass	Window Pane	1	1	Incomplete	
TP-3-3-4	35HR134	3	3	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-3-3-5	35HR134	3	3	Domestic	W.I.E.	Vessel/Dish	1	1	Incomplete	
TP-3-4-1	35HR134	3	4	Structural	Ferrous Metal	Wire Nail	2	2	Complete	
TP-3-4-2	35HR134	3	4	Indefinite Use	Colorless Glass	Bottle/Jar	2	2	Incomplete	
TP-3-4-3	35HR134	3	4	Structural	Plaster	Plaster	1	1	Incomplete	
TP-3-4-4	35HR134	3	4	Structural	Colorless Glass	Window Pane	2	2	Incomplete	
TP-3-5-1	35HR134	3	5	Structural	Ferrous Metal	Wire Nail	2	2	Complete	
TP-3-5-2	35HR134	3	5	Structural	Colorless Glass	Window Pane	1	1	Incomplete	
TP-3-5-3	35HR134	3	5	Structural	Brick	Brick	1	1	Incomplete	
TP-3-7-1	35HR134	3	7 (Wall Fall)	Structural	Ferrous Metal	Wire Nail	3	3	Complete	
TP-4-1-1	35HR134	4	1	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-4-2-1	35HR134	4	2	Modern Refuse	Plastic	Unid. Plastic	4	1	Incomplete	
TP-4-2-2	35HR134	4	2	Structural	Ferrous Metal	Wire Nail	2	2	Complete	
TP-4-2-3	35HR134	4	2	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-4-3-1	35HR134	4	3	Structural	Ferrous Metal	Wire Nail	4	4	Complete	
TP-4-3-2	35HR134	4	3	Unidentified	Ferrous Metal	Amorphous Metal	1	1	Incomplete	
TP-4-3-3	35HR134	4	3	Indefinite Use	Metal	Spring	1	1	Complete	
TP-4-3-4	35HR134	4	3	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-4-4-1	35HR134	4	4	Structural	Ferrous Metal	Wire Nail	2	2	Complete	
TP-4-4-2	35HR134	4	4	Modern Refuse	Plastic	Unid. Plastic	1	1	Incomplete	
TP-4-4-4	35HR134	4	4	Personal	Metal	Toy Truck	1	1	Incomplete	
TP-4-5-1	35HR134	4	5	Unidentified	Ferrous Metal	Amorphous Metal	1	1	Incomplete	
TP-4-6-1	35HR134	4	6	Structural	Ferrous Metal	Wire Nail	2	2	Incomplete	
TP-5-1-1	35HR134	5	1	Indefinite Use	Ruby Glass	Bottle/Jar	1	1	Incomplete	
TP-5-1-2	35HR134	5	1	Indefinite Use	Colorless Glass	Bottle/Jar	2	1	Incomplete	
TP-5-2-1	35HR134	5	2	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-5-3-1	35HR134	5	3	Indefinite Use	Ferrous Metal	O-ring	1	1	Complete	

TP-6-2-1	35HR134	6	2	Indefinite Use	Amber Glass	Bottle/Jar	1	1	Incomplete	
TP-6-2-2	35HR134	6	2	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-6-3-1	35HR134	6	3	Structural	Mortar	Mortar	2	1	Incomplete	
TP-6-3-2	35HR134	6	3	Structural	Ferrous Metal	Wire Nail	2	2	Complete	
TP-6-3-3	35HR134	6	3	Domestic	Colorless Glass	Soda Bottle	1	1	Incomplete	
TP-6-3-4	35HR134	6	3	Indefinite Use	Amber Glass	Bottle/Jar	1	1	Incomplete	
TP-6-3-5	35HR134	6	3	Indefinite Use	Terracotta	Pottery	1	1	Incomplete	
TP-6-4-1	35HR134	6	4	Indefinite Use	Terracotta	Pottery	1	1	Incomplete	
TP-6-4-2	35HR134	6	4	Domestic	Colorless Glass	Bireley's bottle	1	1	Incomplete	
TP-6-4-3	35HR134	6	4	Structural	Ferrous Metal	Wire Nail	1	1	Complete	
TP-6-5-1	35HR134	6	4	Indefinite Use	Colorless Glass	Bottle	1	1	Incomplete	
TP-7-1-1	35HR134	7	1	Structural	Colorless Glass	Window Pane	2	1	Incomplete	
TP-7-1-2	35HR134	7	1	Indefinite Use	Colorless Glass	Bottle/Jar	1	1	Incomplete	
TP-7-2-1	35HR134	7	2	Indefinite Use	Amber Glass	Bottle/Jar	1	1	Incomplete	
TP-7-2-2	35HR134	7	2	Structural	Ferrous Metal	Pipe	1	1	Incomplete	
TP-7-3-1	35HR134	7	3	Structural	Colorless Glass	Window Pane	2	1	Incomplete	
TP-8-1-1	35HR134	8	1	Indefinite Use	Colorless Glass	Bottle	3	1	Incomplete	
TP-8-1-2	35HR134	8	1	Unidentified	Ferrous Metal	Amorphous Metal	29	1	Incomplete	
TP-8-1-3	35HR134	8	1	Personal	Amber Glass	Bottle	1	1	Complete	
TP-8-1-5	35HR134	8	1	Domestic	Aluminum	Can	1	1	Incomplete	
TP-8-1-6	35HR134	8	1	Domestic	Aluminum	Can	3	2	Incomplete	
TP-8-1-7	35HR134	8	1	Domestic	Aluminum	Can	1	1	Complete	
TP-8-1-8	35HR134	8	1	Personal	Aluminum	Beer Can	3	3	Complete	
TP-8-1-9	35HR134	8	1	Domestic	Eggshell	Eggshell	6	1	Incomplete	
TP-8-2-2	35HR134	8	2	Personal	Amber Glass	Beer Bottle	27	1	Incomplete	
TP-8-2-3	35HR134	8	2	Domestic	Colorless Glass	Jar	24	1	Incomplete	
TP-8-2-4	35HR134	8	2	Domestic	Aluminum	Lid	1	1	Complete	
TP-8-2-5	35HR134	8	2	Domestic	Aluminum	Can	2	1	Incomplete	
TP-8-2-6	35HR134	8	2	Indefinite Use	Aluminum	Can	39	2	Incomplete	
TP-8-2-7	35HR134	8	2	Indefinite Use	Aluminum	Can	1	1	Incomplete	
TP-8-2-8	35HR134	8	2	Domestic	Amber Glass	Clorox Bottle	5	1	Incomplete	
TP-8-3-1	35HR134	8	3	Indefinite Use	Colorless Glass	Bottle/Jar	73	2	Incomplete	
TP-8-3-2	35HR134	8	3	Indefinite Use	Amber Glass	Bottle/Jar	26	1	Incomplete	
TP-8-3-3	35HR134	8	3	Indefinite Use	Ferrous Metal	Hook	1	1	Complete	
TP-8-3-4	35HR134	8	3	Indefinite Use	Aluminum	Can	24	1	Incomplete	
TP-8-3-5	35HR134	8	3	Indefinite Use	Aluminum	Lid	1	1	Complete	
TP-8-3-6	35HR134	8	3	Indefinite Use	Colorless Glass	Bottle	3	1	Complete	
TP-8-4-1	35HR134	8	4	Unidentified	Aluminum	Amorphous Metal	15	1	Incomplete	
TP-8-4-2	35HR134	8	4	Indefinite Use	Amber Glass	Bottle	15	1	Incomplete	
TP-8-4-3	35HR134	8	4	Indefinite Use	Colorless Glass	Bottle/Jar	28	1	Incomplete	
TP-8-5-1	35HR134	8	5	Indefinite Use	Plastic	Unid. Plastic	1	1	Incomplete	
TP-8-5-2	35HR134	8	5	Indefinite Use	Amber Glass	Bottle/Jar	3	1	Incomplete	
TP-8-5-3	35HR134	8	5	Indefinite Use	Colorless Glass	Bottle/Jar	3	1	Incomplete	
TP-8-5-4	35HR134	8	5	Indefinite Use	Aluminum	Bottle/Jar	1	1	Incomplete	
TP-8-6-1	35HR134	8	6	Unidentified	Ferrous Metal	Amorphous Metal	16	1	Incomplete	
TP-8-7-1	35HR134	8	7	Personal	Amber Glass	Bottle	1	1	Complete	
TP-8-7-2	35HR134	8	7	Domestic	Aluminum	Can	1	1	Incomplete	
TP-8-7-3	35HR134	8	7	Domestic	Aluminum	Can	1	1	Incomplete	
TP-8-7-4	35HR134	8	7	Indefinite Use	Aluminum	Can	63	3	Incomplete	
TP-8-7-5	35HR134	8	7	Indefinite Use	Colorless Glass	Bottle/Jar	7	2	Incomplete	
TP-8-7-6	35HR134	8	7	Indefinite Use	Amber Glass	Bottle/Jar	2	1	Incomplete	
TP-8-8-1	35HR134	8	8	Indefinite Use	Colorless Glass	Bottle	1	1	Complete	
TP-8-8-2	35HR134	8	8	Domestic	Colorless Glass	Bottle	31	1	Incomplete	
TP-8-8-3	35HR134	8	8	Indefinite Use	Aluminum	Can	73	1	Incomplete	
TP-8-8-4	35HR134	8	8	Personal	Aluminum	Beer Can	1	1	Complete	
TP-8-8-5	35HR134	8	8	Personal	Aluminum	Beer Can	1	1	Complete	
TP-8-8-6	35HR134	8	8	Personal	Aluminum	Beer Can	1	1	Partial	
TP-8-9-1	35HR134	8	9	Personal	Aluminum	Beer Can	3	3	Complete	
TP-8-9-2	35HR134	8	9	Personal	Aluminum	Beer Can	2	2	Complete	

TP-8-9-3	35HR134	8	9	Personal	Aluminum	Beer Can	1	1	Incomplete	
TP-8-9-4	35HR134	8	9	Domestic	Aluminum	Spam Can	2	1	Complete	
TP-8-9-5	35HR134	8	9	Indefinite Use	Aluminum	Amorphous Metal	75	2	Incomplete	
TP-8-9-6	35HR134	8	9	Indefinite Use	Colorless Glass	Bottle/Jar	6	1	Incomplete	
TP-8-9-7	35HR134	8	9	Personal	White Opaque Glass	Deoderant Jar 1.2oz	2	1	Complete	
TP-9-1-1	35HR134	9	1	Structural	Linoleum	Linoleum	109	1	Incomplete	
TP-9-1-2	35HR134	9	1	Structural	Concrete	Concrete Slab	2	1	Incomplete	Surface
TP-9-1-3	35HR134	9	1	Indefinite Use	Amber Glass	Bottle	1	1	Incomplete	
TP-9-1-4	35HR134	9	1	Structural	Ferrous Metal	Wire Nail	2	2	Complete	

Appendix C

Site Forms and Site Form Updates
HCRH Segments E & F Project

State of Oregon Archaeological Site Record

Administrative Data									
Smithsonian Number:		Alt Site Nbrs:	Update for the Viento Animal Pens Site						
Site Name:	Viento Animal Pens			Form Type:	New				
Managing Office*:	Oregon State Parks			County:	Hood River				
Owners(s):	Oregon State Parks								
Ownership/Management Notes:	Viento State Park, South								
National Register Status:	Status	Role	Date	Author					
	Unevaluated	Fieldworker	05/31/2019	J Kennedy					
Site Identification									
Site Type	<ul style="list-style-type: none"> • Other • Refuse Scatter 								
Features*:	<ul style="list-style-type: none"> • Fence/Corral • Refuse scatter 		Cultural Periods(s)*:			<ul style="list-style-type: none"> • Depression/WWII (1929-1950) 			
Dimensions:	Length	90	Width	30	Units	Meters	Area	2700 Sq m	
Depth of Cultural Deposits	0 cm								
General Age	Historic								
Location Data									
Legal Description:	Township	Range	Section	¼	¼	¼	DLC	Meridian	
	3 N	9 E	34				SE	Willamette	
UTM Coordinates	Type	East	North	Method		Zone	Datum		
	Centerpoint	603650	5061070	GPS < 1m		10	83		
Map References	Map Name/Year			Revision Year					
	MT DEFIANCE 7'			1994					
Access Description	Site accessed from Exit 56 off of I-84 at Viento State Park. Site is located south of the parking lot by the South Campground and Starvation Creek trail. The site is located on the bench immediately south and above the parking lot.								
Environmental Data									
Province	Other								
Basin									
Subbasin									
Drainage Name	Viento								
Elevation	From 175 To 175 ft								
Aspect	Aspect: N								
Depositional Environment	<ul style="list-style-type: none"> • Colluvial 								
Soil Description	Soils consist of light brown silt loam with greater than 50% angular basalt cobbles and gravels. This horizon is overlain by 20 cm of organic duff.								
Vegetation Description									
Culturally Significant Vegetation									
Water Sources	Name	Type	Stream Type	Stream Class	Distance	Direction			
	Columbia	River	Perennial	1	300 meters	0 deg			
	Viento Creek	Stream	Perennial		150 meters	90 deg			

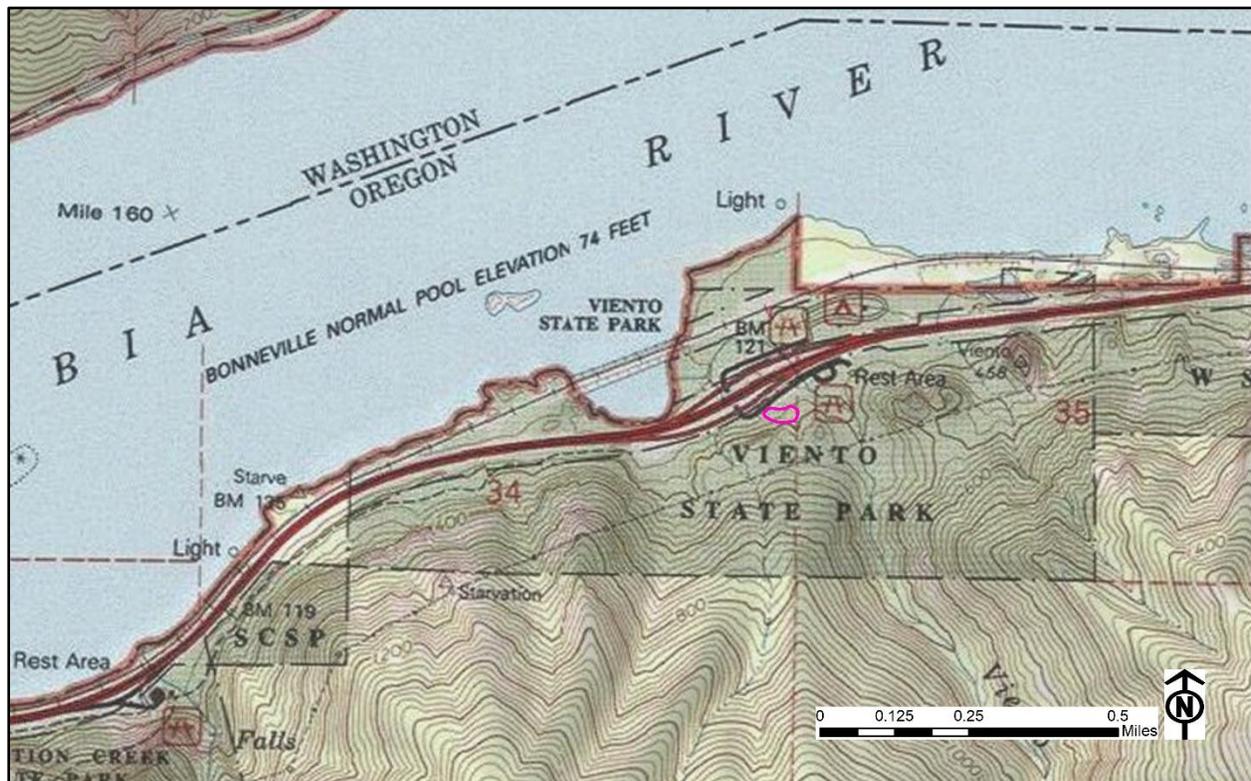
Site Setting	Site is on a bench near the base of the steep-walled Columbia River Gorge, and above the Columbia River floodplain. The bench has a gentle grade down to the north (toward the Columbia River). The Viento Park/Starvation Creek Trail parking area has been cut into the bench, and the site begins near the top of the cut, continuing to the south for ca. 60 m.				
Site Description					
Site Description	The site includes several pens made of barbed wire and chicken wire on fence supports made of split rails and milled boards. Leveling for the southernmost pen was accomplished by making a cut into the hillslope at the southern end of the site. A split 55 gallon drum is present, possibly used as a feed/watering trough, or for a camp fireplace. A metal garbage pail lid was also noted. The Viento community was most robust in the period from ca. 1920-1950, and this site probably dates from this time, based on the degree of tree growth around wire fencing and ca. 1940s-1950s bottles present on the surface. It has been reported that a fox farm was operated south of the highway in the Viento area prior to World War II; the pens suggest the possibility that this site may relate to that operation.				
Dates of Use	From	To	BP/AD/BC	Method	
	1930	1950	AD	Historic Record	
	1942	1952	AD	Historic Artifact	
Site Observations	Present				Quantity
	Bottles				2
	Metal Other				5
Estimated Counts	Prehistoric:	Historic:			
Rock Art					
No Rock Art Specified					
Site Condition					
Visit Date	11/01/2018				
Site Condition	Fair- Site Damage between 40% and 60%				
Field Recorder	Jaime Kennedy, UO MNCH				
Artifacts Collected?	No				
Activities/Work Performed	The northern edge of the site was tested with 5 50x50 cm probes and cultural materials on the surface were mapped. No cultural materials were present in the excavated probes.				
Impacts/Impact Agents	<ul style="list-style-type: none"> Weathering 				
Protective Measures Recommended	Preserve in place.				
Bibliographic References					
Author	Publication Year	Title	Agency/Organization	Primary Reference	User Agency
Kennedy, Jaime, Thomas J. Connolly, Christopher L. Ruiz, and Heather Butler	2019	Historic Columbia River Highway State Trail Project, Segments E and F (Viento State Park to Mitchell Creek, Mitchell Creek to Mitchell Point Tunnel, and Mitchell Point East to the I-84 Undercrossing), Hood River County, Oregon	UO MNCH	Yes	
Files Uploads					
Form Entry Recorder:	Jaime Kennedy			Date: 05/31/2019	

Viento Animal Pens Site Update

The Viento Animal Pens are the remains of animal pens or corrals. The site was originally recorded by Connolly (2005). Relocated cultural remains include a small pen with chicken wire on fence supports made of split rails and milled boards, two fragmentary pens consisting of remnants of barbed wire fencing wrapped around trees (the trees have grown since the wire was originally wrapped so that the barbed wire is embedded in the tree trunks), a 55-gallon drum that has been split open for use as a trough or camp fireplace, and a cut in the hillside at the southern end of the site that may have been created to level the area for the southernmost barbed wire pen. The current investigation also identified a tree with a galvanized metal guy wire (possibly a pen corner), two brown glass alcohol bottles with stippling on the base and a 4x4 inch metal post. Modern elements included a series of white PVC pipes draining water from the top of the hill south of the site and beer bottles located northeast of the site. The graded area and a metal can/garbage pail lid identified by Connolly (2005) and Tasa et al. (2007) were not relocated.

The degree of tree growth around the barbed wire indicates that the wire was wrapped around the tree 50 or more years ago. The bottles were embossed with “Do Not Refill” on the sides and bore a Lincoln Glass Bottle Co. maker’s mark; these bottles were produced between 1942 and 1952 (Society of Historical Archaeology 2019). None of the other artifacts identified are temporally diagnostic.

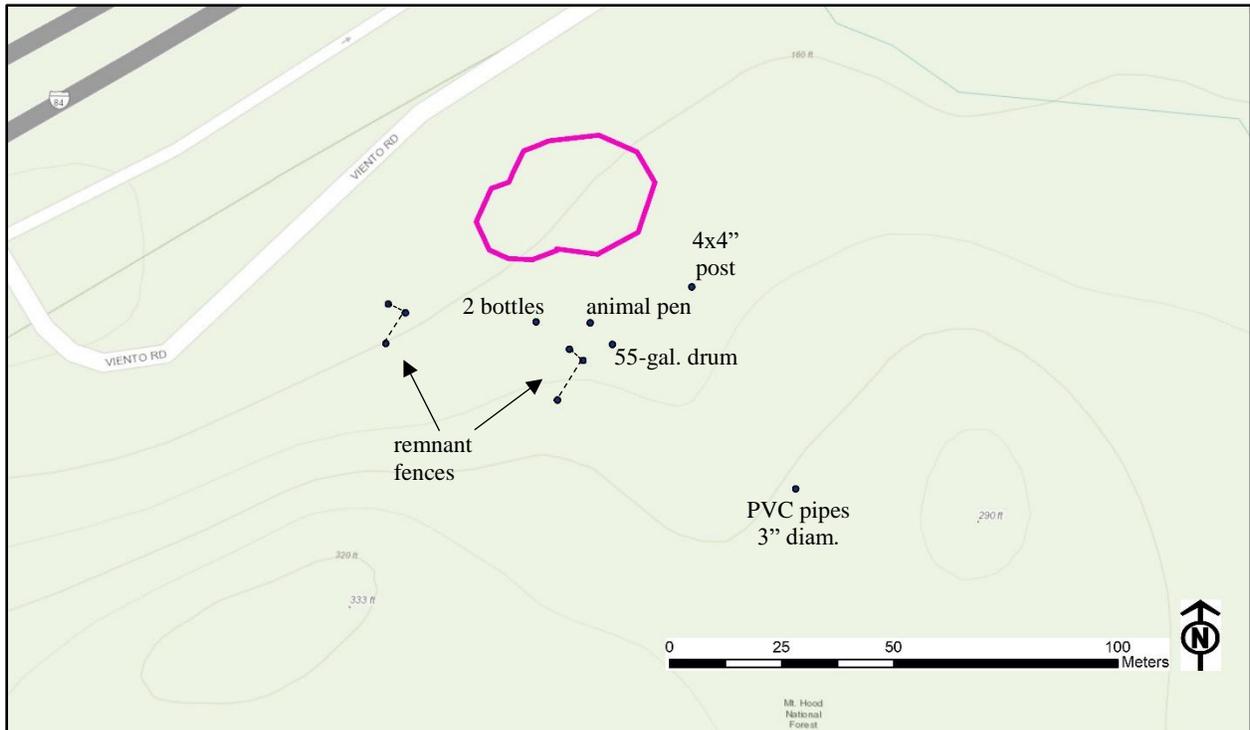
Five 50x50 cm probes were excavated along the northern boundary of the site to determine whether subsurface materials were present with the area of potential effects for the Historic Columbia River Highway Reconnection project. The portion of the site tested was negative for cultural materials; the remainder of the site remains untested and unevaluated for listing in the National Register of Historic Places.



Location of the Viento Animal Pens Site in T3N R9E Section 34, Viento State Park, Hood River County (Mt. Defiance 7.5' quad map)



View northeast of the Viento Animal Pens location on a flat bench above the parking lot.



Mapped cultural resources identified on the surface (the pink circle indicates Connolly's (2005) original site location).



Barbed wire in northwestern-most corner tree
(view southeast).



Animal pen with chicken wire
(view northwest).



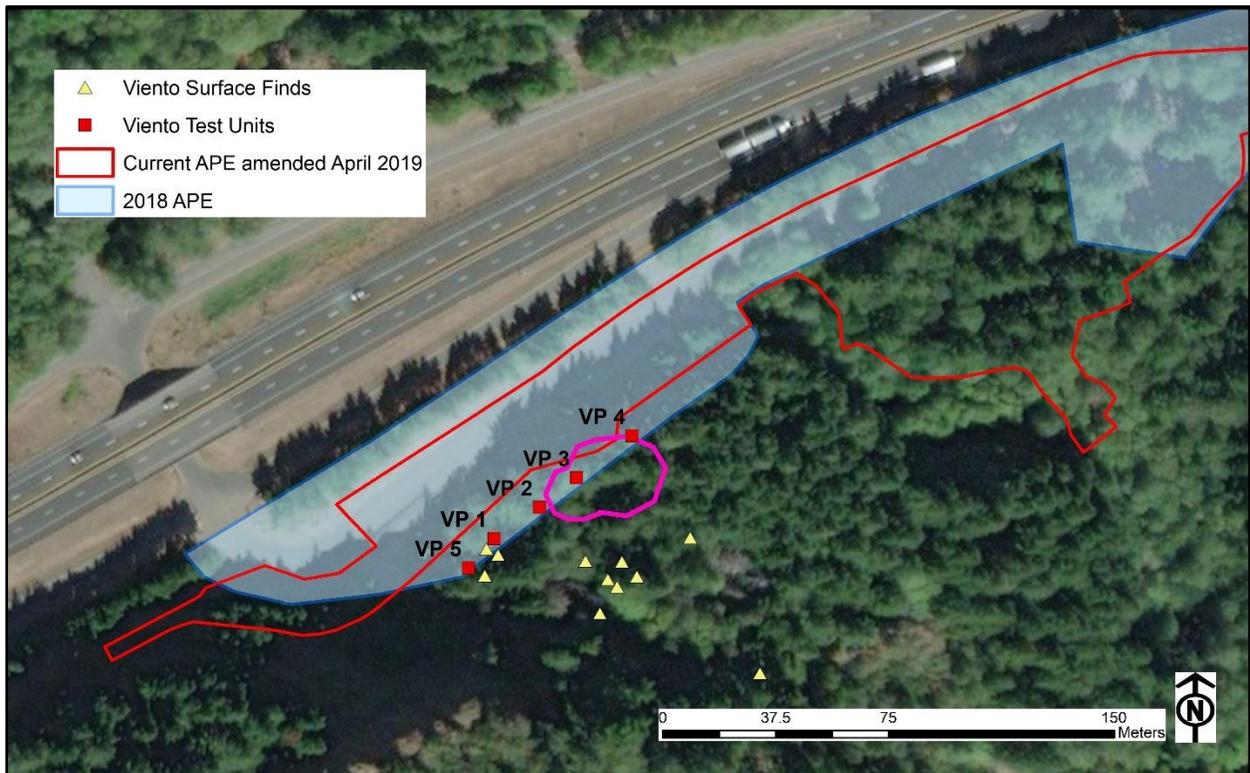
Split 55-gallon drum.



4x4 inch post.



Brown alcohol bottles (ca. 1942-1952).



Location of test units, cultural materials on the surface, APE boundaries, and old site boundary

References

Connolly, Thomas J.

- 2005 Archaeological Survey of the proposed HCRH (Historic Columbia River Highway) State Trail @ Viento State Park, Hood River County. University of Oregon Museum of Natural & Cultural History Report 2005-258, on file at the Oregon State Historic Preservation Office, Salem.

Society for Historical Archaeology

- 2019 Bottle & Glass Makers Markings. Electronic document accessed on April 15, 2019:
<https://sha.org/bottle/makersmarks.htm>.

Tasa, Guy L., Julia A. Knowles, Marissa A. Guenther, and Christopher L. Ruiz

- 2007 Archaeological Resource Evaluation of Area 2, Oregon State Parks, 2006 Surveys. UO Museum of Natural & Cultural History Report 2007-050, on file at the Oregon State Historic Preservation Office, Salem.

State of Oregon Archaeological Site Record

Administrative Data									
Smithsonian Number:		Alt Site Nbrs:	update						
Site Name:	35HR134 site update					Form Type:	New		
Managing Office*:	Oregon State Parks				County:	Hood River			
Owners(s):	Oregon State Parks								
Ownership/Management Notes:	Seneca Fouts Memorial State Natural Area								
National Register Status:	Status	Role	Date	Author					
	Not Eligible	Fieldworker	05/30/2019	J Kennedy					
Site Identification									
Site Type	• Other								
Features*:	• Foundation • Refuse scatter		Cultural Period(s)*:	• Early 20th Century (1900-1930) • Depression/WWII (1929-1950)					
Dimensions:	Length	120	Width	90	Units	Meters	Area	10800 Sq m	
Depth of Cultural Deposits	90 cm								
General Age	Historic								
Location Data									
Legal Description:	Township	Range	Section	¼	¼	¼	DLC	Meridian	
	3 N	10 E	31	NE	SE	NW		Willamette	
UTM Coordinates	Type	East	North	Method		Zone	Datum		
	Centerpoint	607500	5061935	GPS < 1m		10	83		
Map References	Map Name/Year				Revision Year				
	HOOD RIVER 7'				1994				
Access Description	Park at the Mitchell Point Overlook parking lot (accessed via I-84 EB). The site is on the south edge of the parking area and extends up the slope to the south.								
Environmental Data									
Province	Other								
Basin									
Subbasin									
Drainage Name									
Elevation	From 175 To 200 ft								
Aspect	Aspect: NW								
Depositional Environment	• Colluvial								
Soil Description	Dark brown loam with approximately 50% gravels and cobbles. Mapped soils are Wyeth very gravelly loam.								
Vegetation Description	English ivy and vinca								
Culturally Significant Vegetation	• Domestic/Agriculture • Rose								
Water Sources	Name	Type	Stream Type	Stream Class	Distance	Direction			
	Columbia River	Perennial		1	200 meters	330 deg			
Site Setting	Site overlooks the Columbia River at the western foot of Mitchell Point. The landform was terraced ca. 1915, and the stepped slopes are still discernible; in some instances rock walls are still present on the north edges of each terrace. Onsite vegetation includes Douglas fir, bigleaf maple, vine maple, poison oak, rose bushes, grass, forbs								
Site Description									
	Historic rock walls and chimney rubble from a ca. 1915 lodge home (modeled								

Site Description	arter timberline ridge), a concrete pad marking the location of a power station, and a dugout pit which may have been an associated outbuilding. Concrete footings from a ca. 1940s four-unit motel are present near the base of the landform and a light artifact scatter of 1950s-1960s era bottles and cans is located downslope along the intermittent stream that serves as the site's western boundary. Testing found a thin artifact assemblage dominated by non-diagnostic fragments of concrete, mortar, brick, window glass, and nails across the site.				
Dates of Use	From	To	BP/AD/BC	Method	
	1915	1961	AD	Oral History	
	1910	1961	AD	Historic Record	
	1940	1960	AD	Historic Artifact	
Site Observations	Present	Quantity			
	Bottles	20			
	Cans	20			
	Brick	20			
	Ceramics	20			
	Glass	20			
	Faunal Remains	20			
Estimated Counts	Prehistoric:	Historic: 250			
Rock Art					
No Rock Art Specified					
Site Condition					
Visit Date	08/25/2018				
Site Condition	Poor- Site Damage between 60% and 95%				
Field Recorder	Jaime Kennedy, UO MNCH				
Artifacts Collected?	Yes				
Activities/Work Performed	Testing: 25 50x50 cm probes and site mapping				
Impacts/Impact Agents	<ul style="list-style-type: none"> • Other 				
Protective Measures Recommended	No protective measures or additional archaeological work are recommended				
Bibliographic References					
Author	Publication Year	Title	Agency/Organization	Primary Reference	User Agency
Kennedy, Jaime, Thomas J. Connolly, Christopher L. Ruiz, and Heather Butler	2019	Historic Columbia River Highway State Trail Project, Segments E and F (Viento State Park to Mitchell Creek, Mitchell Creek to Mitchell Point Tunnel, and Mitchell Point East to the I-84 Undercrossing), Hood River County, Oregon	UO MNCH	Yes	
Files Uploads					
Form Entry Recorder:	Jaime Kennedy			Date: 05/30/2019	

Site 35HR134 Update

Site 35HR134 is a complex of dry stacked rock walls, concrete footings, graded terraces, and historic domestic and structural artifacts in discrete locations amidst a forested setting in Seneca Fouts Memorial State Natural Area. These features represent the remains of a lodge house and subsequent travel stop business with cabins, a motel, a gas station, and a store. The lodge house was built between 1912 and 1915, and the travel stop operated from ca. 1935 to 1954 when the land was donated to the Columbia Gorge Commission. In 1961, the land was donated to Oregon State Parks.

The site is located at the western base of Mitchell Point, and is accessible from the Mitchell Point Overlook exit off I-84 eastbound at MP 58.4. Measuring approximately 120x90 meters, the site is bordered to the east by Mitchell Point and the Mitchell Point summit trail, to the north by the HCRH, to the south by remnant traces of The Dalles to Sandy Wagon Road (35HR128), and to the west by an ephemeral creek. A dry stacked rock wall borders the south edge of the entry road to Mitchell Point parking lot. South of this are poured concrete footings that once supported a four-unit motel; this in turn is backed by a stacked and mortared boulder wall that fortified a higher terrace where a large lodge-like house and associated outbuildings stood. Rental cabins were once present in the area immediately to the east, and a gas station and sandwich shop that served travelers on the Columbia River Highway were located within the current footprint of the paved parking area.

The dry stacked retaining wall bordering the southern shoulder of the HCRH extends westward from a large Douglas fir tree at the corner of the parking lot the highway edge for approximately 72 feet to an intermittent stream flowing downhill to the north. The stream crosses under the old highway near its confluence with the Mitchell Point Overlook entrance road. Overgrown English ivy obscures the western portion of the rock wall.

On the terrace immediately south of the retaining wall bordering the HCRH, concrete footings representing the northern (ca. 50 feet), eastern (ca. 20 feet), and southern (ca. 160 feet) edges of the four-unit motel foundation are visible. A second segment of ivy-covered dry stacked rock retaining wall parallels the wall along the HCRH behind the motel foundation. This segment measures approximately 60 feet east-west. Another flat terrace lies to the south of the second dry stacked rock wall; this was originally the front yard of the large lodge built at Little Boy Ranch in the 1910s. The yard is backed by a large boulder and mortar retaining wall partially covered in ivy to the south. The wall extends approximately 80 feet east west, with an indentation to accommodate some feature that no longer exists – possibly a shed or root cellar. A 3-foot-deep pit remains here that is ca. 12x6 feet in size. In one location along the large wall, a piece of rebar is embedded. The original lodge house was located on the terrace above the boulder and mortar wall.

A galvanized metal tank is located due west of the large boulder retaining wall at the eastern bank of the intermittent stream near a light refuse scatter of 1950s and 1960s era cans and bottles. These items appear to represent a secondary deposit resulting from

A road trace is visible to the south of the terrace with the original lodge house that connects the eastern bank of the intermittent stream to the Mitchell Point summit trail. The trace may represent an extension of The Dalles to Sandy Wagon Road—which Connolly et al. (2013) identified west of the stream—or could be an old driveway or other access road. A concrete slab is present at the southwest corner of the trace and the trail. The feature measures ca. 8.5x9 feet with an 8-inch drain in the center of the slab oriented east-west. A wooden sign that reads “Power Plant” is tacked to a young (<100 years old) tree to the east of the slab.

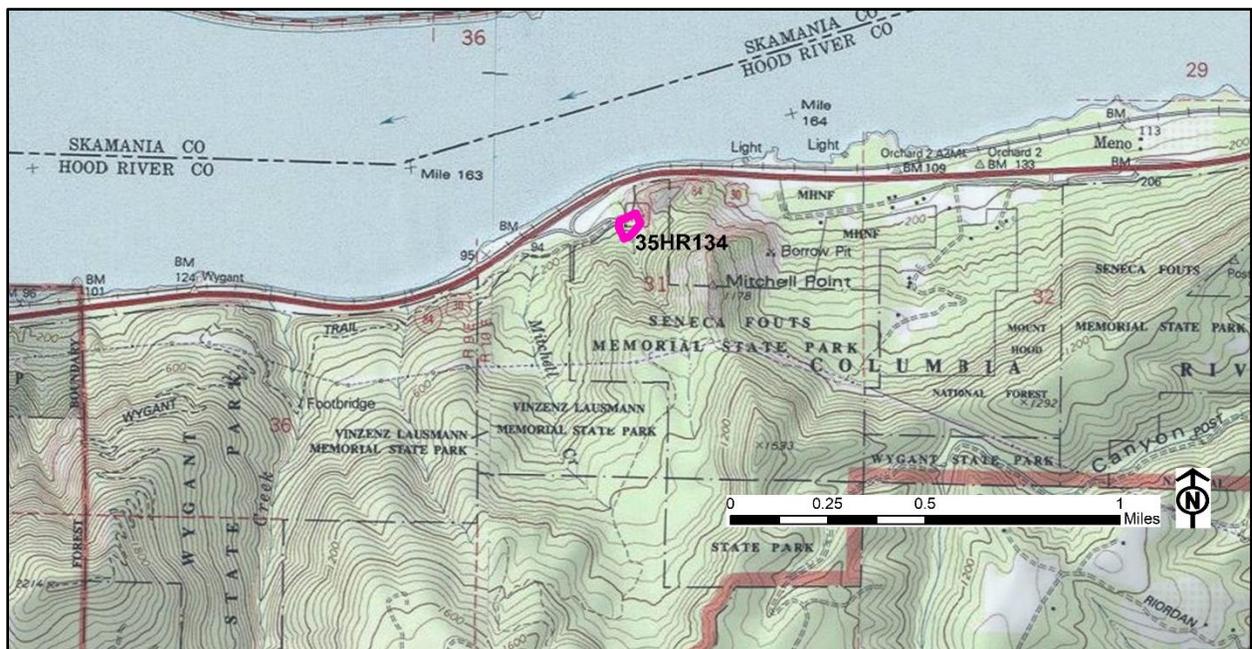
East of the motel foundation, a trace of path is still visible. This path once supported a trellis covering numerous steps leading up from the Columbia River Highway to the lodge atop the hill but now exists as a gentle slope.

A fourth segment of dry stacked rock wall is present along a remnant terrace north of a paved landing with a memorial plaque and picnic table. The segment measures ca. 26 feet and is oriented east-west. This location housed 10 tented rental cabins perched above the ground on two consecutive terraces from ca. 1935-1955. It is likely that the ivy-covered terrace to the south also covers a fifth segment of rock wall, but without pulling back the existing vegetation, that supposition remains speculative.

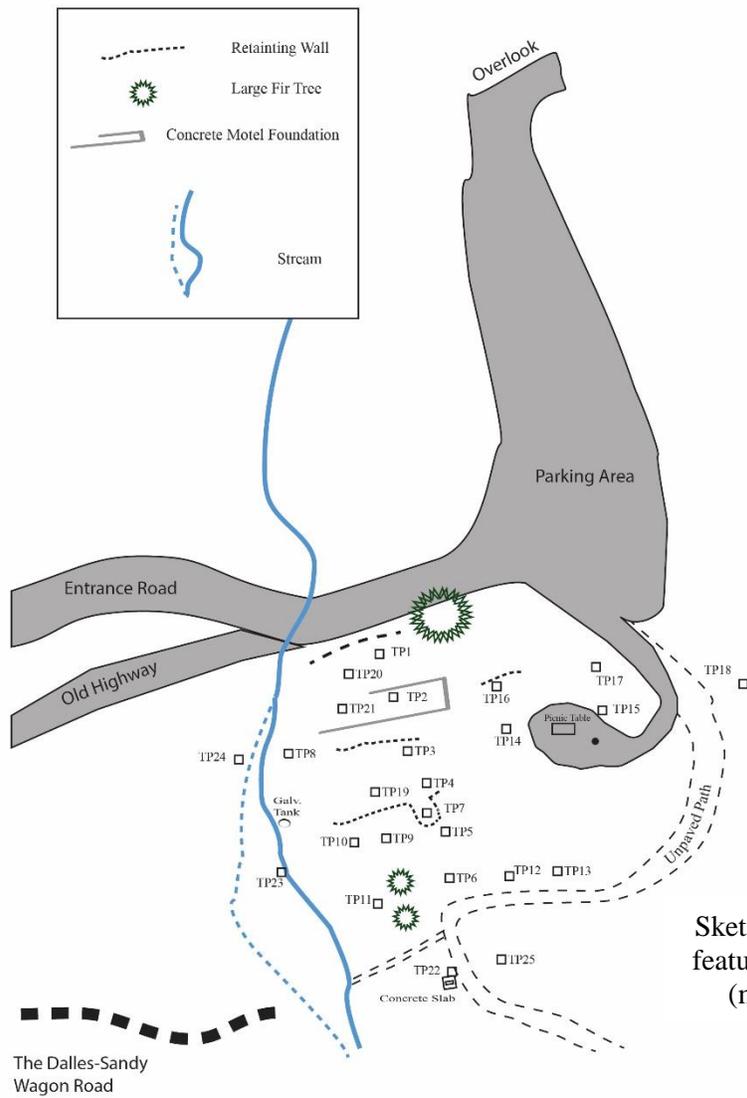
Twenty-five 50x50 cm probes were excavated in discretionary location near exposed features. Cultural material observed and collected during archaeological investigations at 35HR134 included historic artifacts, items of indeterminate age, and modern debris. A total of 1049 artifacts representing approximately 250 minimum number of items (MNI) was collected from exploratory probes including historic (MNI=127), modern (MNI=6), and items of indeterminate age (MNI=117).

Diagnostic artifacts from the site include a very small selection of domestic ceramics. Some of these may date to the period that the Parker family owned the property (1912-1921) or to the era of Babe Tenney's Roadhouse Joint (1935-1944). The larger portion of the assemblage is represented by 1950s-1960s food and beer cans, and beer bottles that were recovered from the TP 8 refuse scatter (secondary deposition).

The artifact assemblage also included structural material—primarily nails and window glass. The density of these materials was greatest in TP 2 (the location of the four-unit motel), TP 9 (the location of the lodge house), and TP 12 (the east yard of the lodge house). A doorknob was collected from TP 14 (the location of the rental cabins).



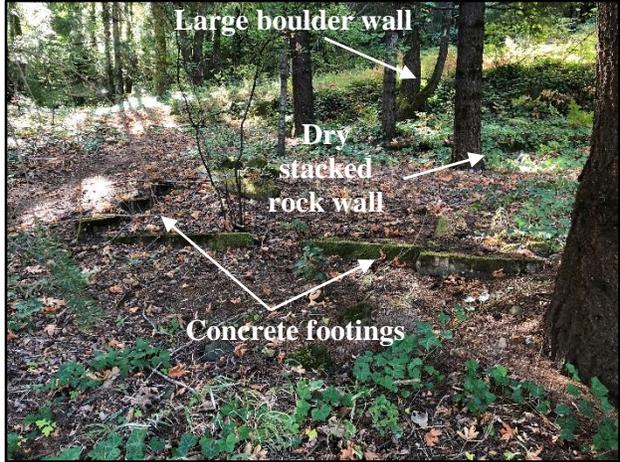
Location of Little Boy Ranch/Mitchell Travel Stop (35HR134) in Seneca Fouts Memorial State Natural Area, Hood River County, Oregon (Hood River 7.5' and Mt. Defiance 7.5' quad maps).



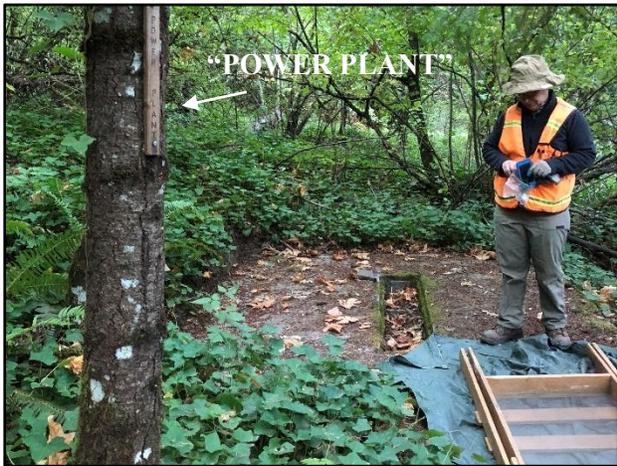
Sketch map of Site 35HR134 including feature and test unit (TP 1-25) locations (map oriented to magnetic north).



Dry stacked retaining wall on the southern edge of the HCRH at Site 35HR134 (view southeast).



Concrete footings on the terrace above the HCRH-bordered retaining wall (view south).



Cement slab with drain at the southern edge of Site 35HR134 (view west).



Dry stacked rock wall south of the paved picnic area (view south).



Concrete foundation/patio slab at 15 cm below the surface in TP 9.



Brick, mortar, and chimney rock in TP 10.



Domestic food-related artifacts: a. Sunkist lemonade concentrate can (8-7-3; inset is a detail of 1950s-era ad for Sunkist lemonade); b. grape concentrate can (8-7-2); c. Hood River juice can (8-1-7); d. mayonnaise jar lid (8-2-4); e. Bireley's soda bottle (6-3-3); f. Karo syrup bottle base and shoulder fragments (8-8-2). 60% size.

State of Oregon Archaeological Site Record

Administrative Data									
Smithsonian Number:					Alt Site Nbrs:	update			
Site Name:	Sonny site, 35HR95 update				Form Type:	New			
Managing Office*:	Oregon State Parks				County:	Hood River			
Owners(s):	Oregon DOT Oregon State Parks								
Ownership/Management Notes:									
National Register Status:	Status	Role	Date	Author					
	Eligible	Fieldworker	05/30/2019	J Kennedy					
Site Identification									
Site Type	<ul style="list-style-type: none"> Homestead Refuse Scatter 								
Features*:	<ul style="list-style-type: none"> Foundation Refuse scatter 			Cultural Periods(s)*:		<ul style="list-style-type: none"> Early 20th Century (1900-1930) Depression/WWII (1929-1950) 			
Dimensions:	Length	225	Width	125	Units	Meters	Area	28125 Sq m	
Depth of Cultural Deposits	60 cm								
General Age	Historic								
Location Data									
Legal Description:	Township	Range	Section	¼	¼	¼	DLC	Meridian	
	3 N	10 E	31		SW	NW		Willamette	
UTM Coordinates	Type	East	North	Method		Zone	Datum		
	Centerpoint	607145	5061800	GPS < 1m		10	83		
Map References	Map Name/Year				Revision Year				
	MT DEFIANCE 7'				1994				
Access Description	From the parking area at Mitchell Point Overlook, walk west approximately 450 meters along the old Historic Columbia River Highway grade to the point where the old highway is truncated by the I-84 cut. The site is on both sides of the historic highway grade.								
Environmental Data									
Province	Other								
Basin									
Subbasin									
Drainage Name	Middle Columbia								
Elevation	From 90 To 125 ft								
Aspect	Aspect: NE								
Depositional Environment	<ul style="list-style-type: none"> Colluvial 								
Soil Description	Wyeth series gravelly loam; medium brown silt loam								
Vegetation Description									
Culturally Significant Vegetation									
Water Sources	Name	Type	Stream Type	Stream Class	Distance	Direction			
	Columbia River	River	Perennial	1	100 meters	315 deg			
Site Setting	Onsite vegetation includes Douglas fir, big leaf maple, vine maple, oak, hazel, blackberries, poison oak, Oregon grape; invasive English ivy covers the features and ground								
Site Description									

Site Description	The site contains historic features and debris associated with the Sunny Hill stop and Mitchell Point Lumber Company operations in the early part of the 20th century. Features documented during the current field investigation include a linear dry stacked rock retaining wall along the eastern border of the site south of the HCRH, two dry stack rock wall dugout foundation remnants, a rectangular area with an earthen berm on the north side, a graded area, and five pits of varying diameter and depth. One of the pits, Pit 3, may have been a privy location. Two refuse scatters, one in a swale south of the Columbia River Highway just west of the dry stacked retaining wall and one centered around Pit 3, were also noted. Evidence for other built features at the site include active trails and abandoned grades, including a trace of The Dalles to Sandy Wagon Road (Site 35HR128). Artifacts include a variety of structural, personal, domestic, and logging-related items.				
Dates of Use	From	To	BP/AD/BC	Method	
	1900	1960	AD	Historic Artifact	
	1915	1958	AD	Historic Record	
Site Observations	Present				Quantity
	Bottles				100
	Cans				100
	Metal Other				500
	Ceramics				100
	Glass				100
	Faunal Remains				20
Estimated Counts	Prehistoric:	Historic: 1500			
Rock Art					
No Rock Art Specified					
Site Condition					
Visit Date	12/06/2018				
Site Condition	Fair- Site Damage between 40% and 60%				
Field Recorder	Jaime Kennedy, UO MNCH				
Artifacts Collected?	Yes				
Activities/Work Performed	Evaluation/50x50 cm excavation units and mapping				
Impacts/Impact Agents	<ul style="list-style-type: none"> Weathering 				
Protective Measures Recommended	Preserve in place				
Bibliographic References					
Author	Publication Year	Title	Agency/Organization	Primary Reference	User Agency
Kennedy, Jaime, Thomas J. Connolly, Christopher L. Ruiz, and Heather Butler	2019	Historic Columbia River Highway State Trail Project, Segments E and F (Viento State Park to Mitchell Creek, Mitchell Creek to Mitchell Point Tunnel, and Mitchell Point East to the I-84 Undercrossing), Hood River County, Oregon	UO MNCH	Yes	
Files Uploads					
Form Entry Recorder:	Jaime Kennedy			Date: 05/30/2019	

Site 35HR95 Update

The site is located along either side of the Wygant Trail that follows an extant portion of the HCRH. Its eastern boundary is approximately 400 meters west of the park gate in Vinzenz Lausmann Memorial SNA. Access to the site can be reached from the eastbound I-84 exit for Mitchell Point Overlook at mile point 58.4. Site 35HR95 measures about 225 m east-west and 125 m north-south and is bisected by the serpentine path of the HCRH. The site's north boundary is the tree line bordering the I-84 right-of-way; the cut slope excavated during highway construction appears to have removed native soils north of the tree line. The eastern boundary is a remnant road grade that follows the natural topography and the western boundary is a hill. The site is bounded to the south by a steep bluff.

Several foundations and pit features were previously recorded at site 35HR95 (Connolly and Knowles 2011; Tasa et al. 2007). Features documented during the current field investigation include a linear dry stacked rock retaining wall along the eastern border of the site south of the HCRH, two dry stack rock wall dugout foundation remnants, a rectangular area with an earthen berm on the north side, a graded area, and five pits of varying diameter and depth. One of the pits, Pit 3, may have been a privy location. Two refuse scatters, one in a swale south of the Columbia River Highway just west of the dry stacked retaining wall and one centered around Pit 3, were also noted. Evidence for other built features at the site include active trails and abandoned grades, including a trace of The Dalles to Sandy Wagon Road (Site 35HR128).

Thirty 50x50 cm excavation units were placed at arbitrary 10-meter intervals in seven targeted loci to cover the landform. Probes were focused at locations near previously mapped features, road traces, and places where built structures are visible on historic aerial photos. Test probes (TPs) 1, 2, and 4 were placed around the artifact-rich scatter located in the swale south of the HCRH; TP 29 was excavated just west of the swale north of the HCRH and TP 30 was excavated at the base of the bluff near the linear retaining wall feature. TPs 3, 14, 15, 18, and 23 were excavated in and around the graded area south of the HCRH; TP 6 was excavated along the eastern edge of Pit C near the southwest corner of the graded area. TPs 10, 13, 17, and 19 were placed around Pit Structure A where a clearing was noted on the historic aerial photo. TP 8 was excavated in Pit Structure B and C and probes 7 and 16 were excavated south of Pit B. Probes 9, 11, and 12 were focused near the pits located around the wagon road trace. TPs 5, 20, 21, 24, and 25 were excavated in and around the rectangular bermed area north of the HCRH. Finally, TPs 22, 26, 27, and 28 were excavated in a clearing north of the highway where structures are visible on the 1939 historic aerial imagery.

The sediment profile throughout the site was typified by a layer of shallow duff and dark brown silty loam on the surface underlain by medium brown (10YR 5/2) silt loam with ca. 30-50% subangular gravels and small cobbles. Rootlets were present throughout. Below 50 cm, soils were very compact and lighter in color with fewer rocks. Cultural materials were limited to the upper 60 cm of deposits.

Most time diagnostic artifacts span ca. 1900 to ca. 1940. Development within the project area appears to correspond with the construction of the Sonny rail stop around 1912. Historic air photos show a series of structures on a 1939 image, two decades later, an aerial photo of this location shows that these buildings had been removed. This suggests a period of residential site activity spanning ca.1910-ca.1950; the artifact assemblage roughly brackets this period. However, there are a number of artifacts in the assemblage that post-date this period, most significantly the presence of post-1960 aluminum pull tabs in TP 11. This may indicate that the dense refuse deposit encountered in TP 11 reflects clearing the site of early 20th century debris and using Pit 3 as a convenient dumping location.

Time-sensitive artifacts in the cultural assemblage span the late 19th and 20th century. It is particularly noteworthy that there is significant overlap of time-diagnostic artifacts from ca.1900 to ca.1940. Development within the project area appears to correspond with the construction of the Sonny rail stop

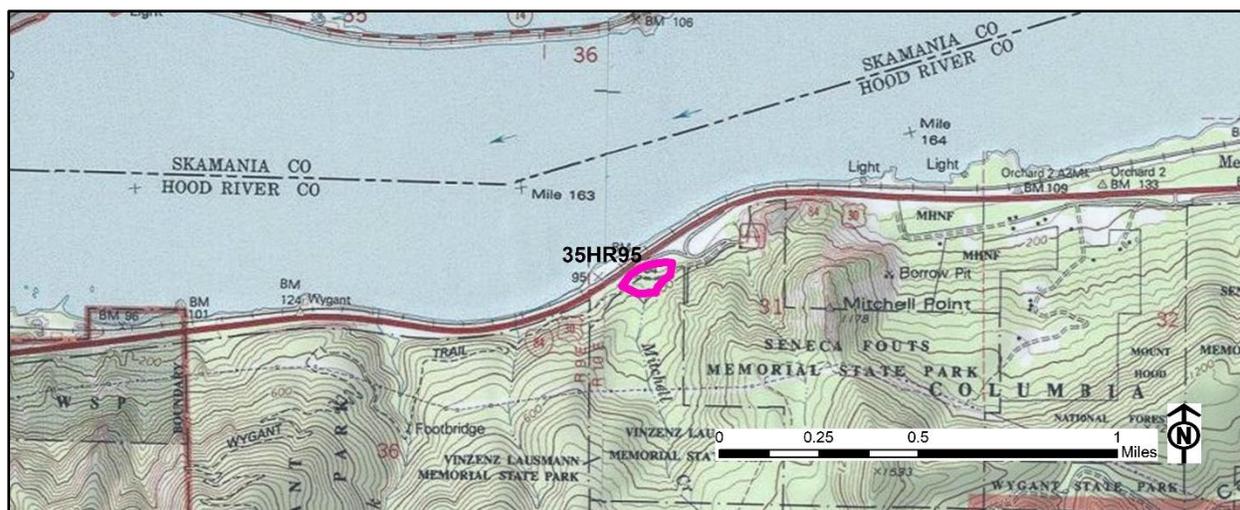
around 1912. Historic air photos show a series of structures on a 1939 image, two decades later, an aerial photo of this location shows that these buildings had been removed. This suggests a period of residential site activity spanning ca.1910-ca.1950; the artifact assemblage roughly brackets this period. However, there are a number of artifacts in the assemblage that post-date this period, most significantly the presence of post-1960 aluminum pull tabs in TP 11. This may indicate that the dense refuse deposit encountered in TP 11 reflects clearing the site of early 20th century debris and using Pit 3 as a convenient dumping location.

The artifact assemblage included Structural material such as nails and window glass. Spatial analysis of this material shows high artifact concentrations in proximity to TP 3, as well as, TP 8, 11, and 13. These units (except TP 11) are in proximity to building locations shown on the 1939 air photo. The spatial distribution of Activities, Personal, and Domestic items shows that artifacts were clustered in TP 11 (Locus 5), TP 3 (Locus 2), and TP 13 (Locus 3). Domestic items were also found in higher concentrations in the Locus 1 swale locality (TP 2).

Domestic items such as ceramic tableware, drinking vessels and furnishing were encountered. Some of these items such as pressed glass suggests an upper- or middle-class household. Other upper- and middle-class consumer goods include stemware, the ornate button, the clock, and vertebral bone remains indicative of expensive cuts of meat. However, there are also items that reflect working class households such as a kaolin pipe and tool items such as threading die and detachable chain link usually associated industry.

Items related to specific activities are relatively few. Some of the identified artifacts in the Activity group hint at lumbering activities (threading die, chain link belt, tractor exhaust rain cap). Other identified artifacts related to specific activities include a wrench, two horseshoes, coins, a shotgun shell, automotive-related items, and a pocket knife. This second group of artifacts are more indicative of a residential camp or homestead location.

Personal artifacts are relatively few, but notably include marbles, clothing items, a clay tobacco pipe and tobacco tin, and health related items including toothpaste, face cream, and a medicine bottle. No alcohol related artifacts were identified at the site.



Location of Sonny (35HR95) in Vinzenz Lausmann Memorial State Natural Area, Hood River County (Hood River 7.5' and Mt. Defiance 7.5' USGS quad maps).



View east: Site overview from the western site boundary.



View south: Site overview from US 30 along the eastern site boundary.



View southwest of the Structure A Pit (dugout foundation), which measures ca. 30 ft. east-west and ca. 17 ft. north-south



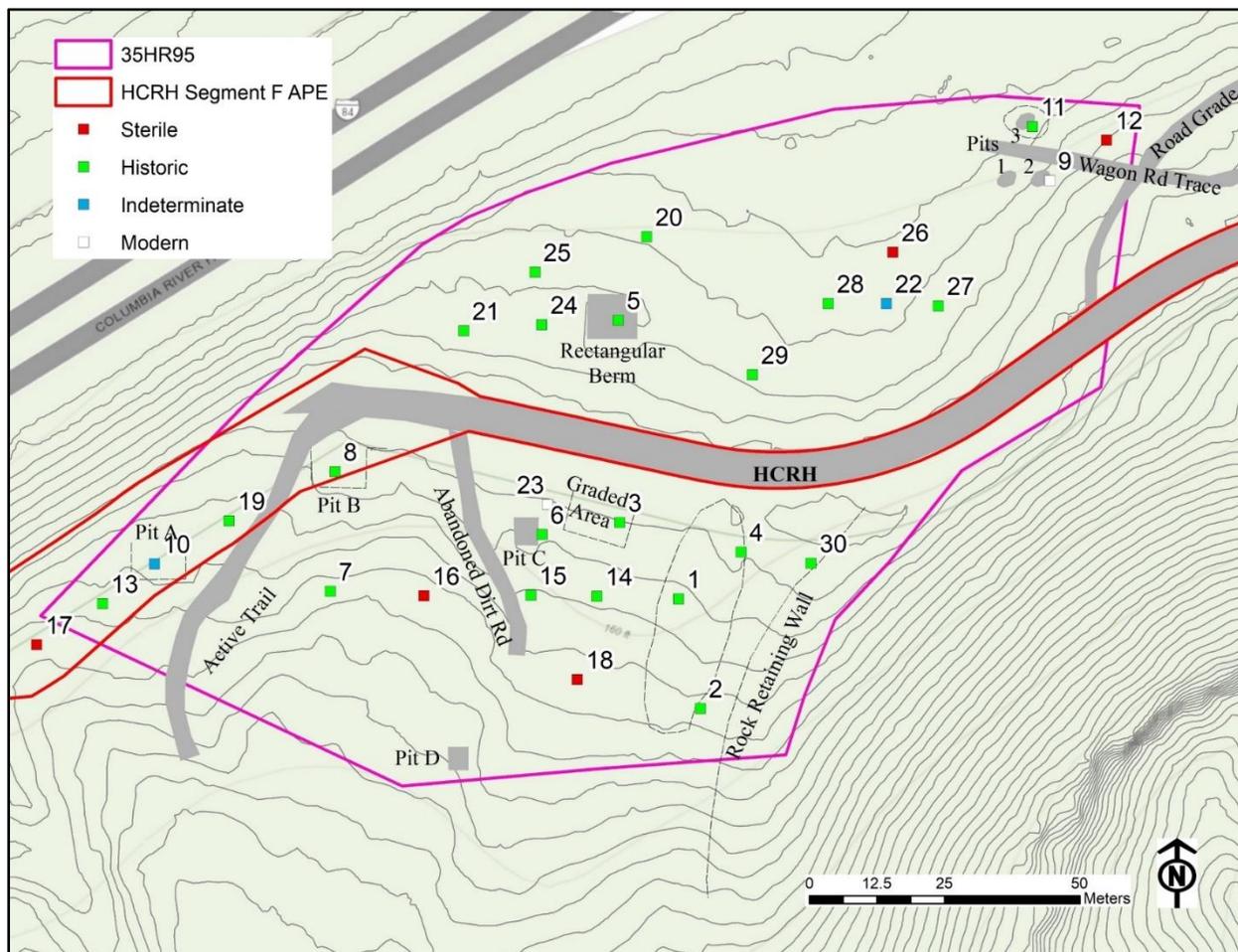
View west along the south wall of Structure A.



Southwest corner detail of the Structure B Pit (dugout foundation).



View southwest of the Structure C Pit.



Map of test units and surface features at 35HR95 with 5-foot contours.

Kaolin clay pipe (SON-11-4-38).





Example of ceramics at the site. White improved earthenware (a-j): maker's marks (a. Son-11-6-3 b. Son-11-5-3 c. Son-11-5-1); molded relief handle (d. Son-14-1-4); decal-decorated ware (e. Son-11-5-2 f-h. Son-11-6-2. i. Son-11-4-14); j. nursery rhyme cup (Son-11-3-8). porcelain (k- o. (k-m. Son-14-2-7); (n. Son-20-4-1); (o. Son-14-2/3-2; Son-20-1-3)).



Pressed glass fragments: Paneled Grape pressed glass vessel (a. Son-11-1-5, b. Son-11-2-1, c. Son-11-4-4; d. Son-11-5-25; f. 11-3-13) e. amber pressed glass vessel (Son-13-sf-3).



Example of tools found at the site: detachable link chain belt (a. SON-11-4-37; inset is illustration of typical use); b. possible tractor exhaust rain cap (SON-11-5-42: inset is a modern example of a tractor rain cap).

References

Connolly, Thomas J. and Julia A. Knowles

2011 Pedestrian Cultural Resources Survey of the Historic Columbia River Highway Milepost 2016 Reconnection Project Multnomah and Hood River Counties, Oregon. University of Oregon Museum of Natural & Cultural History Report 2011-023, on file at the Oregon State Historic Preservation Office, Salem.

Tasa, Guy L., Julia A. Knowles, Marissa A. Guenther, and Christopher L. Ruiz

2007 Archaeological Resource Evaluation of Area 2, Oregon State Parks, 2006 Surveys. UO Museum of Natural & Cultural History Report 2007-050, on file at the Oregon State Historic Preservation Office, Salem.

State of Oregon Archaeological Site Record

Administrative Data								
Smithsonian Number:		Alt Site Nbrs:	HCRH-Mit-5-1					
Site Name:		Form Type:	New					
Managing Office*:	Other agency or organization (describe)	County:	Hood River					
Owners(s):	USFS Mt. Hood National Forest							
Ownership/Management Notes:	The site is in the Columbia River Gorge National Scenic Area							
National Register Status:	Status	Role	Date	Author				
	Not Eligible	Fieldworker	05/08/2019	Jaime Kennedy				
Site Identification								
Site Type	• Refuse Scatter							
Features*:	Cultural Periods(s)*:	<ul style="list-style-type: none"> • Depression/WWII (1929-1950) • Recent (post 1950) 						
Dimensions:	Length	68	Width	15.5	Units	Meters	Area	1054 Sq m
Depth of Cultural Deposits	0 cm							
General Age	Historic							
Location Data								
Legal Description:	Township	Range	Section	¼	¼	¼	DLC	Meridian
	3 N	10 E	31	N	SE	NE		Willamette
UTM Coordinates	Type	East	North	Method		Zone	Datum	
	Centerpoint	608256	5062001	GPS < 1m		10	83	
Map References	Map Name/Year			Revision Year				
	HOOD RIVER 7'			2014				
Access Description	From Hood River take the I84 West to the Service Road exit at milepoint 60.1. Take the service road under the highway and continue west on Mitchell Point Drive for one mile. Site is on the north behind a bermed ditch, adjacent to Mitchell Point Drive. Alternatively, from Eastbound I84, drive to mile 59.1 and park on the shoulder. Proceed on foot 140 meters to the south.							
Environmental Data								
Province	Cascades							
Basin	Hood							
Subbasin	MIDDLE COLUMBIA-HOOD							
Drainage Name	Grays Creek							
Elevation	From 135 To 145 ft							
Aspect	Aspect: N							
Depositional Environment	• Alluvial							
Soil Description	Wind River fine sandy loam, 8 to 12 percent slopes							
Vegetation Description	Hazelnut, Oregon Grape, Blackberries, and Oaks (sp) in the vicinity, Poison Oak. Nearby non-native ornamental plants include English Ivy, roses, and lilacs.							
Culturally Significant Vegetation	<ul style="list-style-type: none"> • Oregon Grape • Hazelnut 							
Water Sources	Name	Type	Stream Type	Stream Class	Distance	Direction		
	Columbia River	River	Perennial	5	190 meters	0 deg		
	Site is located on the north side of the Mitchell Point Drive road prism. The vegetation around the site is an EPA Level 4a (Western Cascades Lowlands and Valleys) mixed forest with oak, hazelnut.							

Site Setting		and Oregon grape present. The topography of the site is gently sloping with steep slopes to the west and south and the Columbia River to the north. The project is entirely within the Columbia River Gorge in the Cascades physiographic province. The geologic deposits in the Columbia River Gorge include volcanic and sedimentary deposits spanning the past ca. 38 million years.			
Site Description					
Site Description		HCRH-Mit-5 Can Dump is a historic residential dump site located on the north side of the Mitchell Point Drive with the densest portions of the dump on the road prism and becoming less dense as the scatter spreads away from the road. Artifacts in the dump appear to be largely from the 1960's, but older and newer objects, potentially as old as the 1940's (Belisol can, possible milk can), are present. Artifacts identified in the dump include bottles, stoves/stove parts, cement culverts, barbed wire fencing, plastic containers, poles, light bulbs, shingles, spray can bottles, ceramic plates, galvanized metal can, beverage cans, paint cans, coffee cans, sanitary cans, 1 cobalt glass fragment, shoes, medicine bottles, furnace/possible car parts, metal strap, shoes, plastic tent stakes, and a bird cage. Numbers of artifacts listed below are estimates. (See attached file for more detail)			
Dates of Use		From	To	BP/AD/BC	Method
		1940	1975	AD	Historic Artifact
Site Observations		Present	Quantity		
		Glass	1		
		Bottles	100		
		Cans	120		
		Other	20		
		Metal Other	20		
		Ceramics	5		
Estimated Counts		Prehistoric: 0 Historic: 266			
Rock Art					
No Rock Art Specified					
Site Condition					
Visit Date		10/29/2018			
Site Condition		Fair- Site Damage between 40% and 60%			
Field Recorder		Jaime Kennedy - Museum of Natural and Cultural History			
Artifacts Collected?		No			
Activities/Work Performed		Pedestrian survey			
Impacts/Impact Agents		<ul style="list-style-type: none"> • Weathering • Road • Decay 			
Protective Measures Recommended		None			
Bibliographic References					
Author	Publication Year	Title	Agency/Organization	Primary Reference	User Agency
Jaime L. Kennedy, Thomas J. Connolly, Christopher L. Ruiz, and Heather Butler	2019	Historic Columbia River Highway State Trail Project, Segments E and F (Viento State Park to Mitchell Creek, Mitchell Creek to Mitchell Point Tunnel, and Mitchell Point East to the I-84 Undercrossing), Hood River County, Oregon	Museum of Natural and Cultural History	Yes	
Files Uploads					
Form Entry Recorder:		Jon Krier			Date: 01/30/2019

HCRH-Mit-5 -1: Refuse Scatter

HCRH-Mit-5-1 is a residential dump site with a scatter of historic debris. The site is 68 meters east-west by 15.5 meters north-south. The site is located on the north side of Mitchell Point Drive behind a bermed ditch (Figure 1). The densest portions of the dump are adjacent to the road prism and thins as the scatter spreads away from the road. Artifacts in the dump appear to be largely from the 1960s, but newer and older objects, potentially as old as the 1930s (Belisol can, possible milk can), are present. Artifacts identified in the dump include 100+ bottles, 100+ cans, stoves/stove parts (Figures 21 & 22), cement culverts, barbed wire fencing, plastic containers, poles, light bulbs, shingles, spray can bottles, ceramic plates, galvanized metal can (Figure 9), paint cans, coffee cans, cobalt glass fragments (Figure 12), shoes, medicine bottles, furnace/possible car parts (Figure 23), metal strap, and a bird cage (Figure 8).

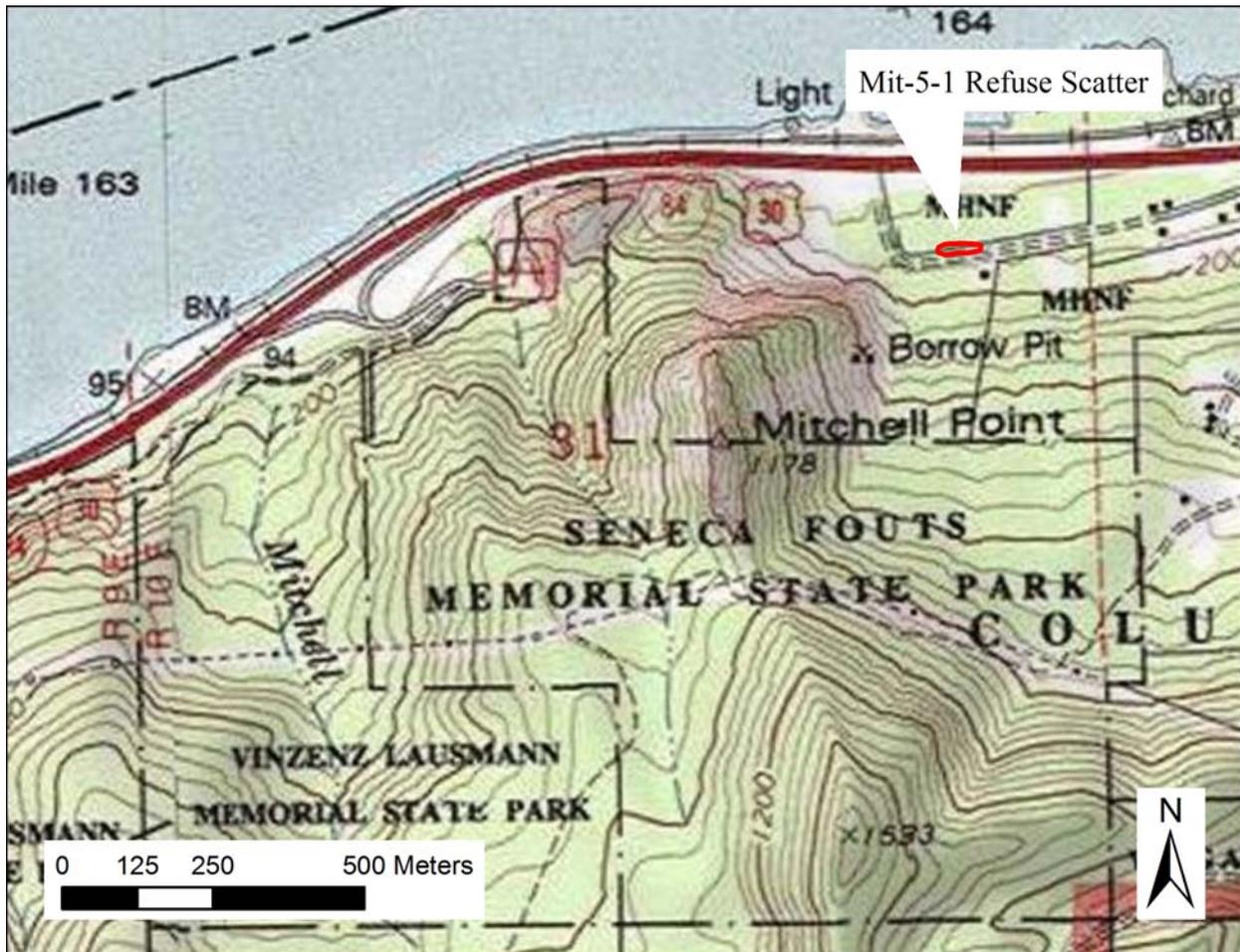


Figure 1. The project area (USGS topographic base map).



Figure 2. Aerial detail of the project area.

Bottles

A total of 38 bottle types were identified in the refuse scatter. Glass bottle types identified include clear glass gallon jugs (Figure 12), amber glass beer bottles, two amber glass Log Cabin syrup bottles (Figure 9), one Purex bottle (Figures 10 & 11), one Listerine bottle, one green glass 4/5-quart Flavor Guard wine bottle, one Clairol bottle, two stippled clear glass half-gallon jugs with “NOT TO BE REFILLED” embossed on the sides near the bases (Figure 10), and numerous non-distinct clear glass bottles with screw tops. The “NOT TO BE REFILLED” text indicates a post-prohibition age for the clear glass half-gallon bottles, and indicates that they contained alcohol, but the bottles could not be more specifically identified.

The Log Cabin bottle (Figure 10) could not be precisely dated, but Log Cabin syrup was sold in tin containers until 1942. From 1942 to 1948 Log Cabin was sold in bottles. From 1948 to 1954-55 Log Cabin was again sold in tins until the tins were phased out (Curtis et al. 2008). Hoboken Historical Museum (2019) has a bottle of similar design (but in clear glass) in their online collection, which is dated from 1950 to 1960.

The Purex bottle (Figures 10 and 11) has a NW logo for the Northwestern Glass Co. that dates from 1931-1987 (Toulouse 1971; Lockhart et al. 2018). The lettering and bottle shoulders may indicate a

post 1951 manufacture date (Lockhart et al. 2017). If the Purex bottle features are assumed to parallel their primary competition, Clorox (Lindsey 2017), then the threaded cap indicates a post 1940 date, the lettering indicates a post 1950 date, and the handle shape indicates a pre-1955 date (Clorox 2019).

Cans

A total of 11 can types were identified in the refuse scatter. Can types identified at the site include a galvanized garbage can, possible milk/sanitary can, 2-gallon motor oil square cans “War Chief”, one 1-gallon square motor oil can, pop cans, paint cans, spray paint cans, 4 ¼” diameter by 7” height cans, 3 3/8” diameter by 4 ¼” height cans, 2-7/8” diameter by 4-3/8” height cans, a “...Tough enough to skate on” paint can, grape juice cans, Pepsi cans, Blitz Weinhard’s beer cans, Olympia beer cans, distorted unidentifiable cans, Folgers cans, Olympic Stain paint cans, “clear-stik” cement cans, a “Sure fire” starter fluid can, a Belisol Denatured Alcohol can, and Hires root beer pull tab cans.

The presence of one possible sanitary/milk can (not pictured) was noted. Sanitary cans were first produced in New York in 1897 (Curtis et al. 2008). Some soldered and/or hole in the top milk cans were still in use until the 1970s.

Olympic brand paints and stains have been manufactured since 1938 and continue to be made and sold (Olympic 2019). “Tough enough to skate on” (Figure 16) is a fragment of a trademarked phrase; “Outlasts Varnish 2 to 1, Tough enough to skate on” is an expired trademark of Varathane that was registered in 1966, first used in 1963 (Justia Trademarks 2019). The “Tough enough to skate on” trademark included the image of “Angela Michaels” wearing roller skates and a “Miss Varathane” sash, which can be partially made out on the can lid (Figure 4.25).

Belisol Denatured Alcohol cans (Figure 14) were produced by Puget Sound Pulp and Timber Company (PSP&T) of Bellingham Washington. PSP&T began producing alcohol from sulfite liquor byproducts of pulping in 1945, during WWII. PSPTC was merged into Georgia Pacific in 1963.

The Hires Root Beer can is (Figures 6 & 7) the same style as a can listed on eBay as “1960’s Hires Root Beer soda pop can” Pull tabs were introduced in 1962 and outlawed in Oregon in 1972. Neck-in-chime cans were introduced for beer cans in 1966 (Curtis et al. 2008). All soda and beer cans identified at the site (Figures 6, 7, & 19) were of shapes (un-necked-in-chime ends) and pull-tab types that date between 1962 and 1972 (Busch 1981).

Table 4.3. Age range of time-diagnostic artifacts at HCRH-E&F-Mit 5-1.

Description	1930	1940	1950	1960	1970	1980	1990	2000
Hazel-Atlas T (1910-1930)	←							
Sanitary can	←							
Miracle Whip jar NW 417 16							?	
NW Bottle NW 325 18							?	
Armstrong bottle								
Kerr Self-Sealing bottle							?	
Belisol Can								
Log Cabin Bottle								
Purex Bottle								
Owens Illinois <O> 52 5 Duraglas								
Owens Illinois bottle 21 O 5 4A								
Owens Illinois bottle 20 <O> 55								
Varathane Can							?	
Owens Illinois screw top 9 34 77 O								
Owens Illinois screw top 21 O 5 4AA								
Fingerhole 2104 2141-E 2B Ds.Pat.184991								
4/5-quart Flavor Guard wine bottle								
Hires Root Beer can								
Pepsi cans								
Blitz Weinhardts cans								
AHK Bottle								
Duraglas bottle 20 <O> 7 5 B								
Owens Illinois bottle 21 O 01B								

? Question mark denotes an age limit boundary that is poorly defined

←→ Arrows indicate a boundary that extends past the limits of this chart

Determination of Eligibility

HCRH-E&F-Mit 5-1 is a single locus site of historic refuse. Diagnostic artifacts were recorded at the site with the majority dating from the 1950s-1970s. Other diagnostic artifacts recorded ranged in age from as early as the 1910s to as late as 2001. Refuse appears to have been deposited repeatedly for much of the past century. The site does not appear to be limited to any primary depositional event. Bottles and cans represent the largest portion of the refuse deposits by number, but the refuse includes a wide variety of domestic goods and objects. The parcel of land that Mit-5-1 sits on was first owned by William Hay who

was granted the patent in 1876. The land was purchased by Edgar Locke, and the Locke family sold the land to the Oregon State Highway Department in the 1950s. The property is now under the management of the US Forest Service Mount Hood National Forest. It seems likely that cultural materials were deposited by local residents from the several nearby homes (Figure 2).

Criterion A—Event(s) and broad patterns of history: The site is a discrete historic debris scatter containing primarily domestic artifacts from the 1930s to the 1970s. While this historic site does reflect a pattern of waste disposal for the local community, it does not appear to contribute in a significant way to understanding broader patterns of regional or national history. The cultural materials identified are common to rural neighborhoods with homes which were continuously inhabited during the middle part of the 20th century.

Criterion B—Important Persons: There is no evidence or indication that this debris scatter is associated with any person of importance to the development of Hood River County during the period of artifact accumulation; the scatter consisted of widely available items of the period and contained no unique or personal artifacts.

Criterion C—Design, construction, and work of a master: This site lacks any architectural, constructed, or engineered elements. No permanent site features are present, and the artifact scatter should not be considered ‘constructed’ or ‘distinct’ as described in Criterion C.

Criterion D—Information potential: The site is a historic debris scatter in poor to fair condition with very limited data potential. Information on the site’s contents and age were collected during the initial survey, and further investigation would not contribute additional significant data. Exploratory probes excavated near the site yielded no subsurface historic artifacts. This site’s contents have been adequately documented to indicate that further investigation is unlikely to contribute to a better understanding of history.

Site HCRH-E&F-Mit 5-1 is a discrete historic debris scatter representing the accretion of domestic and automobile-related debris over the course of the 20th century. Diagnostic artifacts suggest dumping at this location occurred as early as the 1930s and continued into the late 20th century; however, numerous artifacts are badly degraded. The site lacks any structural artifacts or permanent features indicative of habitation or use of the site as anything other than a secondary dump site for common household and automotive refuse. The site fails to find significance under any of the four NRHP Criterion; therefore, we recommend the site is not eligible for inclusion in the NRHP. No further documentary or protective measures are recommended.

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Hoboken Historical Museum

2019 Bottle: Towle's Log Cabin Syrup. 12 oz. General Foods Corp. Distributors, Hoboken, N.J. N.d., ca. 1950-1960. Retrieved on 03/08/2019 from

<https://hoboken.pastperfectonline.com/webobject/678E322D-3E5D-4A61-8CF5-431815423088>

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Retrieved on 03/11/2019 from <https://trademarks.justia.com/721/88/outlasts-varnish-2-to-1-tough-enough-to-skate-on-72188741.html>

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Retrieved on 03/11/2019 from <https://fhsarchives.wordpress.com/2012/06/07/bellingham-washington-waterfront-pulp-mill-historic-photos/>

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2018 Historic Glass Bottle Identification & Information Website – Glassmaking & Glassmakers – Bottle & Glass Makers Markings – “N” Logo Table. ONLINE. Retrieved on 03/11/2019 from <https://sha.org/bottle/pdffiles/NLogoTable.pdf>

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2019 About Olympic Stains. Retrieved on 03/11/2019 from <https://www.olympic.com/about-olympic-paints-and-stains>

Toulouse, Julian Harrison

1971 Bottle Makers and Their Marks.



Fig. 3 - Overview from Northern boundary toward concentrated part of the Mit 5-1 site view SE 130degrees, Mit 5 Can Dump



Fig. 4 - Overview of site Mit 5-1 view E 70degrees from western boundary, Mit 5 Can Dump



Fig. 5 - Overview of site Mit 5-1 view West, Mit 5 Can Dump



Fig. 6 - Hires Root Beer Can 2 3/4" diameter x 4 3/4" height, Mit 5 Can Dump

Fig. 7 - Hires Root Beer Can (top view) 2 3/4" diameter x 4 3/4" height, Mit 5 Can Dump





Fig. 8 - Wire birdcage & metal pipe fragment, Mit 5 Can Dump



Fig. 9 - Galvanized metal can, Mit 5 Can Dump



Fig. 10 - Log Cabin syrup bottle, stippled 1/2 gallon jugs (n=2), and Purex bottle, Mit 5 Can Dump



Fig. 11 - Purex bottle, Mit 5 Can Dump



Fig. 12 - Gallon jug colorless glass, Mit 5 Can Dump



Fig. 13 - Blue (Cobalt) glass fragments, Mit 5 Can Dump

Fig. 14 - Belisol denatured alcohol can, Mit 5 Can Dump

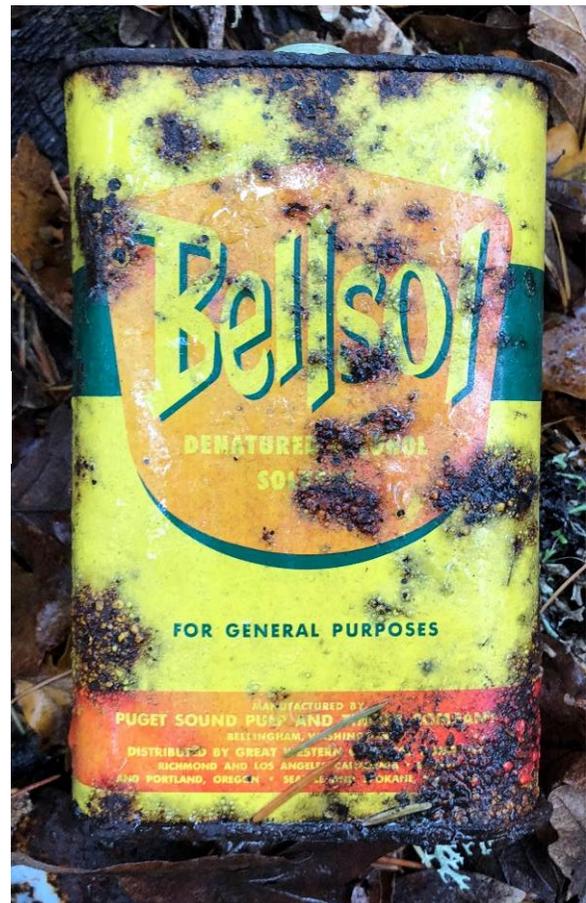




Fig. 15 - Small motor oil can 9 3/8" height x 4 1/8" width, Mit 5 Can Dump



Fig. 16 - "Tough enough to skate on" Can 4 1/4" diameter x 5" height, Mit 5 Can Dump



Fig. 17 - Large Motor Oil Can estimated 10 1/2" width x 13" height, Mit 5 Can Dump



Fig. 18 - Can 4 1/4" diameter x 7" height, Mit 5 Can Dump



Fig. 19 - Pepsi (n=4) / Weinhardts (n=11) can locus & 8 unidentifiable cans, Mit 5 Can Dump



Fig. 20 - Grape Juice can (with bullet hole?) 3" diameter x 4 3/4" height, Mit 5 Can Dump



Fig. 21 - Stove parts, Mit 5 Can Dump



Fig. 22 - Stove parts, Mit 5 Can Dump



Fig. 23 - Metal strap and car parts?
(maybe furnace parts), Mit
5 Can Dump

Appendix D

Isolate Forms
HCRH Segments E & F Project

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23754

Form Type/Identification	
Field Id:	HCRH E&F Iso-1
Isolate Description:	ca. 1951-53 oil can
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>9 E</td> <td>35</td> <td>SW</td> <td>NW</td> <td>SW</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	9 E	35	SW	NW	SW		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	9 E	35	SW	NW	SW		Willamette										
Map References	Mt Defiance 7.5 1994																
Elevation	From 155 To 155 ft																
UTM Coordinates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>East</th> <th>North</th> <th>Method</th> <th>Zone</th> <th>Datum</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>603732</td> <td>5061173</td> <td>GPS < 10m</td> <td>10</td> <td>83</td> </tr> </tbody> </table>	Type	East	North	Method	Zone	Datum	Other	603732	5061173	GPS < 10m	10	83				
Type	East	North	Method	Zone	Datum												
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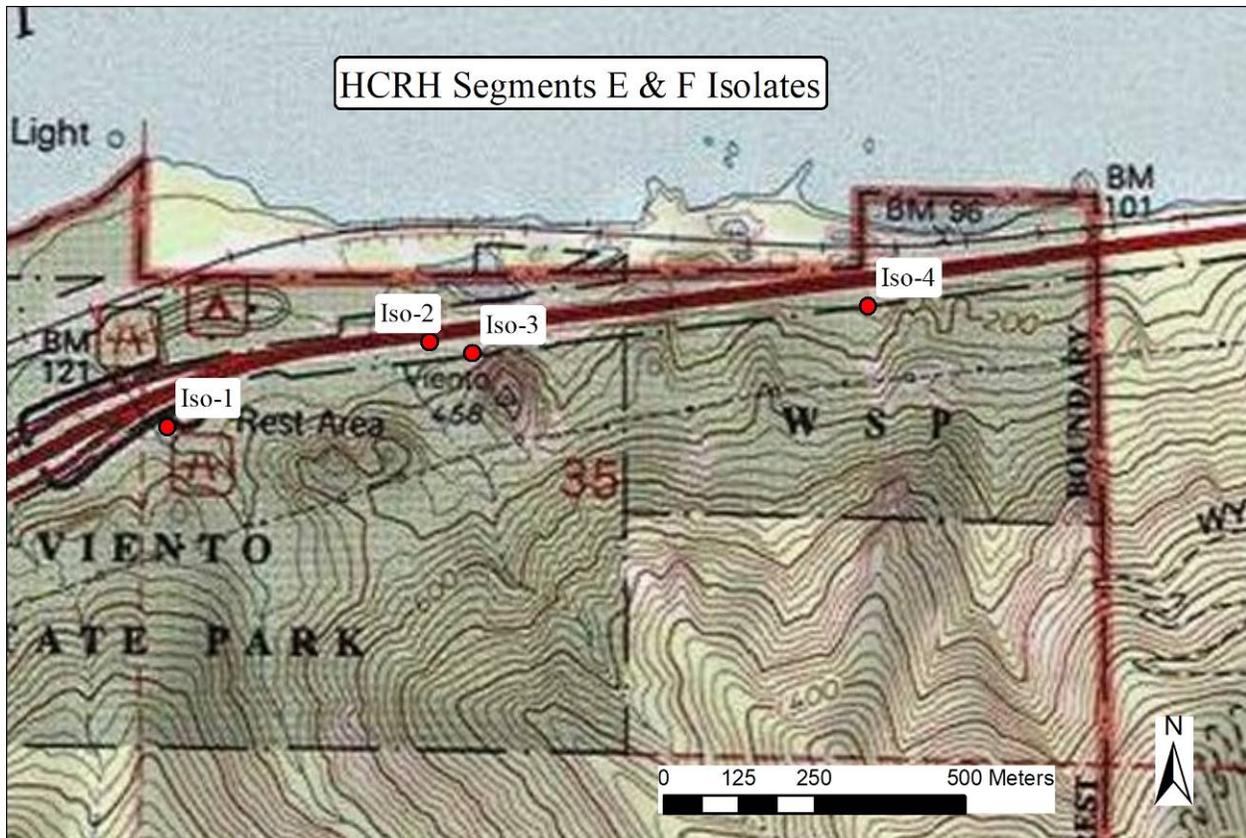


Figure 1. Location of HCRH E&F Isolates 1-4 on USGS 7.5" Mt. Defiance 1994.



Figure 2. HCRH E&F Isolate 1.

HCRH E&F Isolate 1 is a 1-quart Mobile oil can with a label style dating to ca. 1951-53 (Miller and Sonewald 2001:94). The top of the can was embossed with “AA (W?)/SAE 20 20W/MOTOR OIL”.

Reference:

Miller, W. Clark, and Sabra Sonewald
 2001 *Collecting Oil Cans*. Schiffer Publishing Ltd., Atgen, Pennsylvania.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23755

Form Type/Identification	
Field Id:	HCRH E&F Iso-2
Isolate Description:	Amber glass alcohol bottle
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>9 E</td> <td>35</td> <td>NW</td> <td>NE</td> <td>SW</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	9 E	35	NW	NE	SW		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	9 E	35	NW	NE	SW		Willamette										
Map References	Mt Defiance 7.5' 1994																
Elevation	From 150 To 150 ft																
UTM Coordinates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>East</th> <th>North</th> <th>Method</th> <th>Zone</th> <th>Datum</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>604162</td> <td>5061327</td> <td>GPS < 10m</td> <td>10</td> <td>83</td> </tr> </tbody> </table>	Type	East	North	Method	Zone	Datum	Other	604162	5061327	GPS < 10m	10	83				
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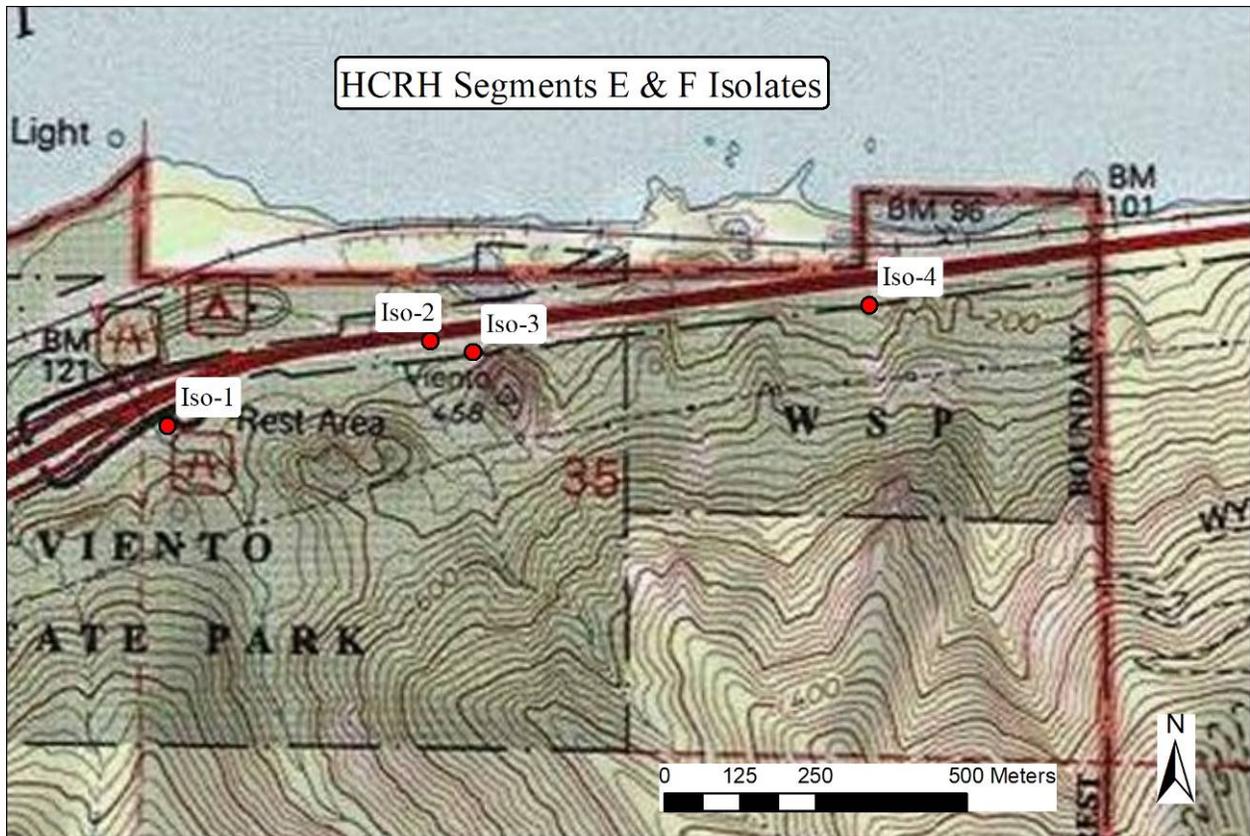


Figure 1. Location of HCRH E&F Isolates 1-4 on USGS 7.5" Mt. Defiance 1994.



Figure 2 HCRH-E&F Isolate 2.

HCRH E&F Isolate 2 is an amber glass alcohol bottle with a Fairmount Glass Company F-in-hexagon base mark in use from 1945 to 1960 (Toulouse 1971:201) and "FEDERAL LAW FORBIDS SALE OR REUSE OF THIS BOTTLE" around the shoulder, a mark mandated by law from 1935 to 1964.

Reference:

Toulouse, Julian Harrison

1971 *Bottle Makers and Their Marks*. Thomas Nelson, Inc. New York.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23756

Form Type/Identification	
Field Id:	HCRH E&F Iso-3
Isolate Description:	Mayflower milk bottle
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>9 E</td> <td>35</td> <td>NE</td> <td>NE</td> <td>SW</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	9 E	35	NE	NE	SW		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	9 E	35	NE	NE	SW		Willamette										
Map References	Mt Defiance 7.5' 1994																
Elevation	From 150 To 150 ft																
UTM Coordinates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>East</th> <th>North</th> <th>Method</th> <th>Zone</th> <th>Datum</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>604234</td> <td>5061309</td> <td>GPS < 10m</td> <td>10</td> <td>83</td> </tr> </tbody> </table>	Type	East	North	Method	Zone	Datum	Other	604234	5061309	GPS < 10m	10	83				
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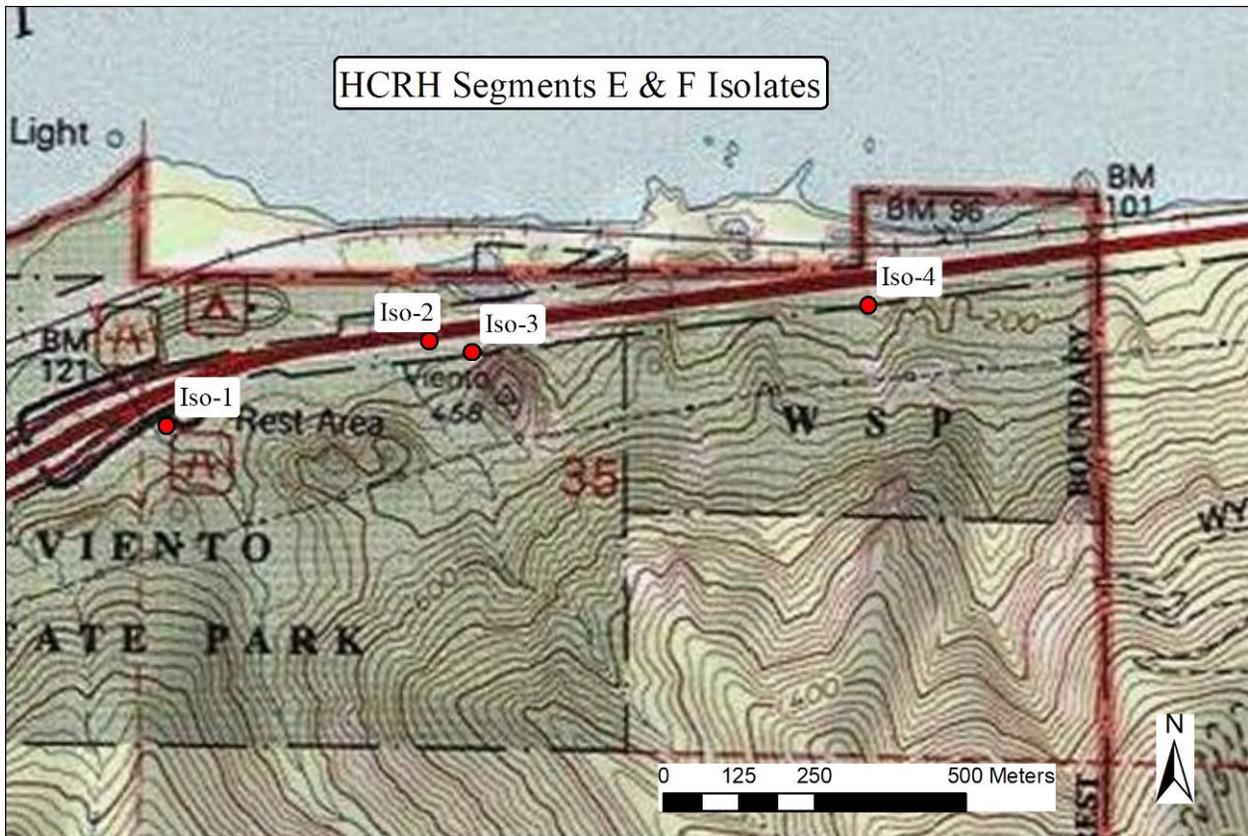


Figure 1. Location of HCRH E&F Isolates 1-4 on USGS 7.5" Mt. Defiance 1994.

HCRH E&F Isolate 3 is a colorless glass milk bottle with ACL label "Mayflower Milk/FRESH FROM THE FARM" and Owens-Illinois <O> and Duraglas base marks, with a possible year-code to the right of the <O> of 47. The Mayflower Dairy was a part of the Dairy Cooperative Association formed in 1929. The Association opened a milk receiving station in Hood River in 1942 and a bottling facility in Salem in 1945. In 1950, milk packaging was changed from glass to paper milk cartons (PdxHistory.com 2016).

References:

PdxHistory.com

2016 Mayflower Farms. Electronic resource: http://www.pdxhistory.com/html/mayflower_farms.html, accessed May 8, 2019.



Figure 2. HCRH E&F Isolate 3.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23757

Form Type/Identification	
Field Id:	HCRH E&F Iso-4
Isolate Description:	Colorless glass alcohol pint bottle
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>9 E</td> <td>35</td> <td>NW</td> <td>NE</td> <td>SW</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	9 E	35	NW	NE	SW		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	9 E	35	NW	NE	SW		Willamette										
Map References	Mt Defiance 7.5' 1994																
Elevation	From 150 To 150 ft																
UTM Coordinates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>East</th> <th>North</th> <th>Method</th> <th>Zone</th> <th>Datum</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>604888</td> <td>5061408</td> <td>GPS < 10m</td> <td>10</td> <td>83</td> </tr> </tbody> </table>	Type	East	North	Method	Zone	Datum	Other	604888	5061408	GPS < 10m	10	83				
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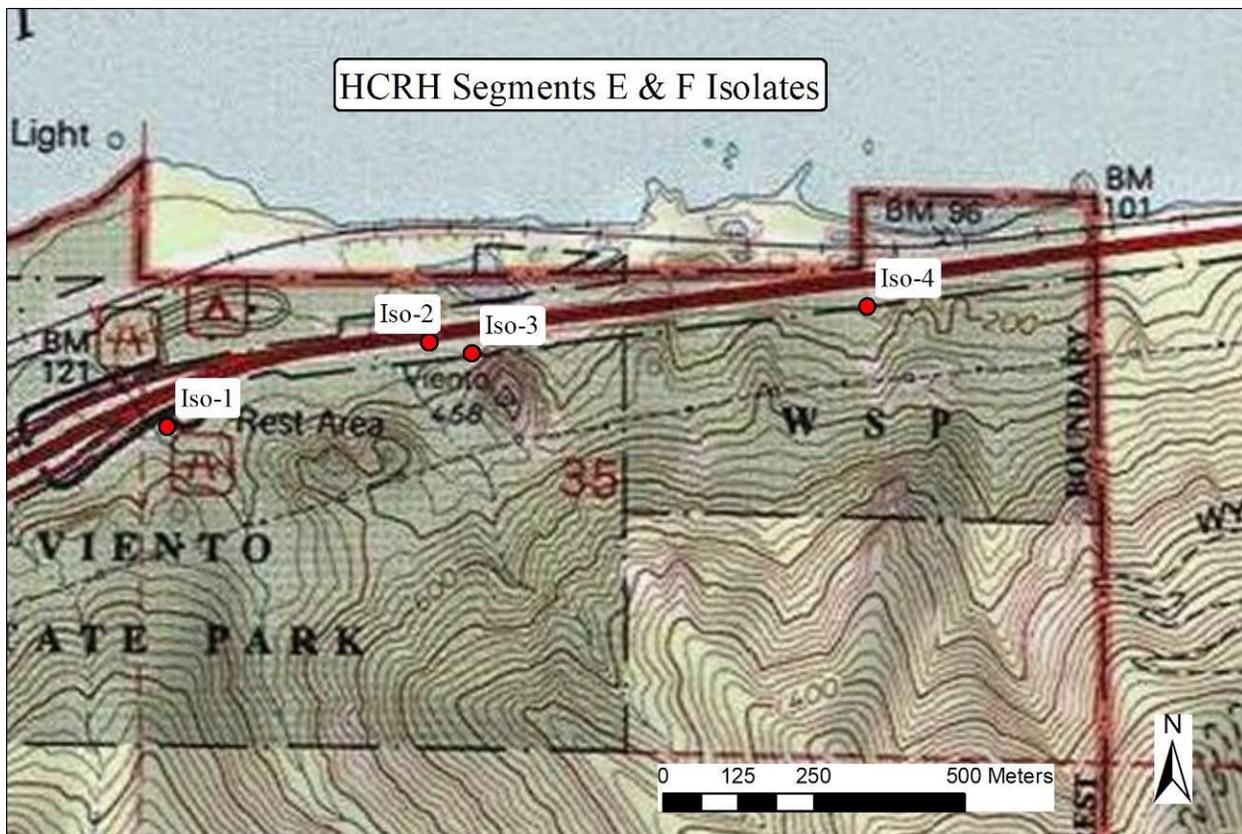


Figure 1. Location of HCRH E&F Isolates 1-4 on USGS 7.5" Mt. Defiance 1994.

HCRH E&F Isolate 4 is a colorless glass pint alcohol bottle with embossed quilted pattern (Figure 4.13). The rectangular bottle measures 8.5 inches tall x 3.5 x 2 inches. Flat surfaces are present on both long sides, presumably for paper labels. The cap is continuous thread screw-on. The base mark reads "D126/67 <G> 7/ DES PAT 92901/MADE IN USA" The shoulder mark reads "FEDERAL LAW FORBIDS SALE OR REUSE OF THIS BOTTLE," a mark mandated by law from 1935 to 1964 (Glass Bottle Marks 2019). The Diamond-G logo is a mark of the General Glass Co., which operated independently in the 1930s until 1937, when it was absorbed by Anchor-Hocking. The 7 to the right of the logo is a date code, indicating a 1937 production year (Lockhart et al. 2019). The bottle was discovered on the north shoulder of the HCRH in Wygant SNA. No other cultural materials were visible within the vicinity of this isolated find.

References:

Glass Bottle Marks

- 2019 Federal Law Forbids Sale of Reuse of this Bottle. Electronic resource:
<https://www.glassbottlemarks.com/federal-law-forbids-sale-or-reuse-of-this-bottle-marking/>,
 accessed May 8, 2019.



Figure 2. HCRH E&F Isolate 4.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23758

Form Type/Identification	
Field Id:	HCRH E&F Iso-5
Isolate Description:	Square can
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 SW SW NW Willamette
Map References	Mt Defiance 7.5' 1994
Elevation	From 160 To 160 ft
UTM Coordinates	Type East North Method Zone Datum Other 606944 5061686 GPS < 10m 10 83

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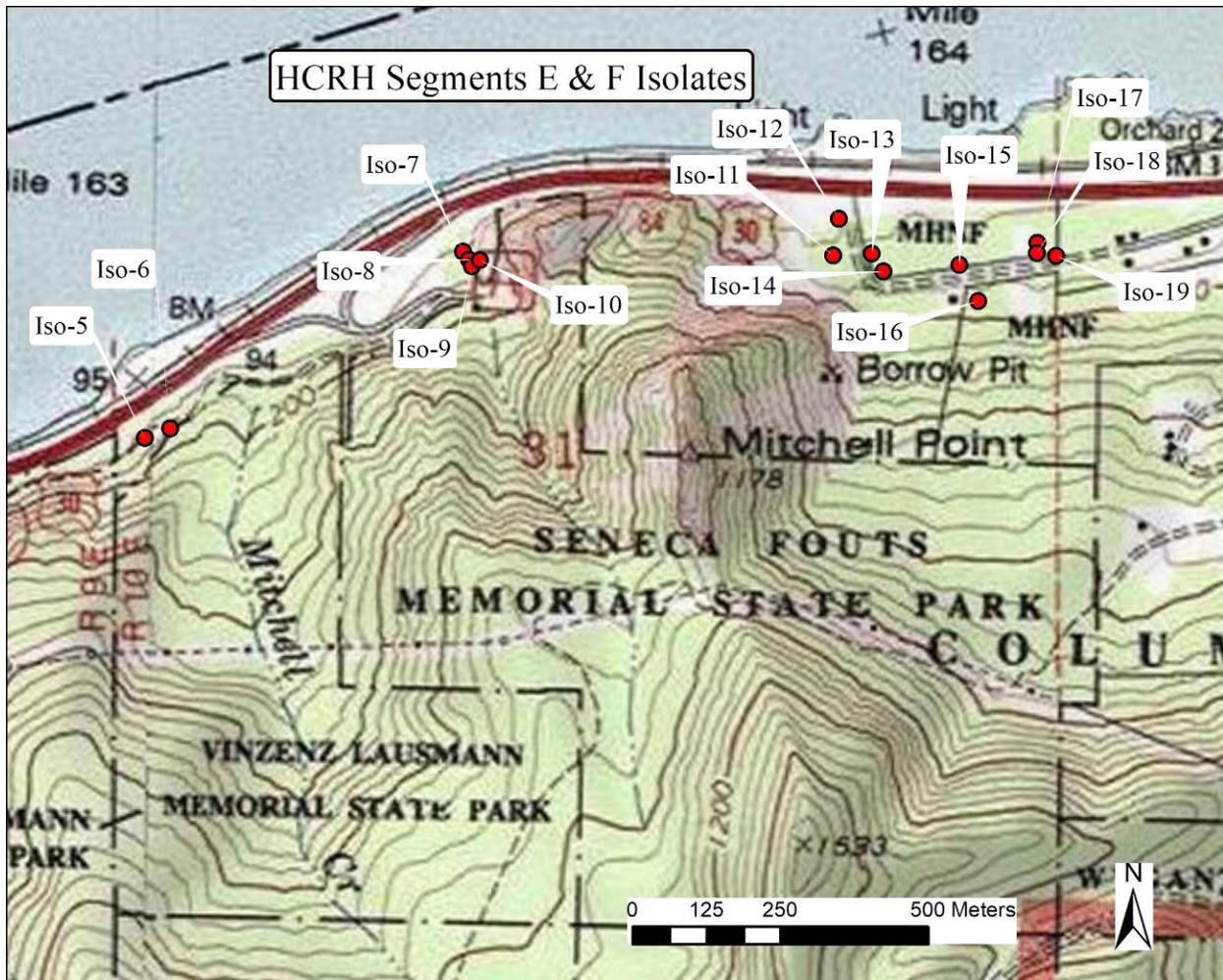


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 5 is a square can, 13.5' tall by 9 x 9" with a centrally located interior friction-fit cap and a heavy wire ring handle, possibly a kerosene or cooking oil can. The top and bottom of the can, as well as the handle attachment, are solder joints.



Figure 2. HCRH E&F Isolate 5.



State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23759

Form Type/Identification	
Field Id:	HCRH E&F Iso-6
Isolate Description:	Tea kettle
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 SW SW SW Willamette
Map References	Hood River 7.5' 1994
Elevation	From 160 To 160 ft
UTM Coordinates	Type East North Method Zone Datum Other 606986 5061704 Unknown 10 83

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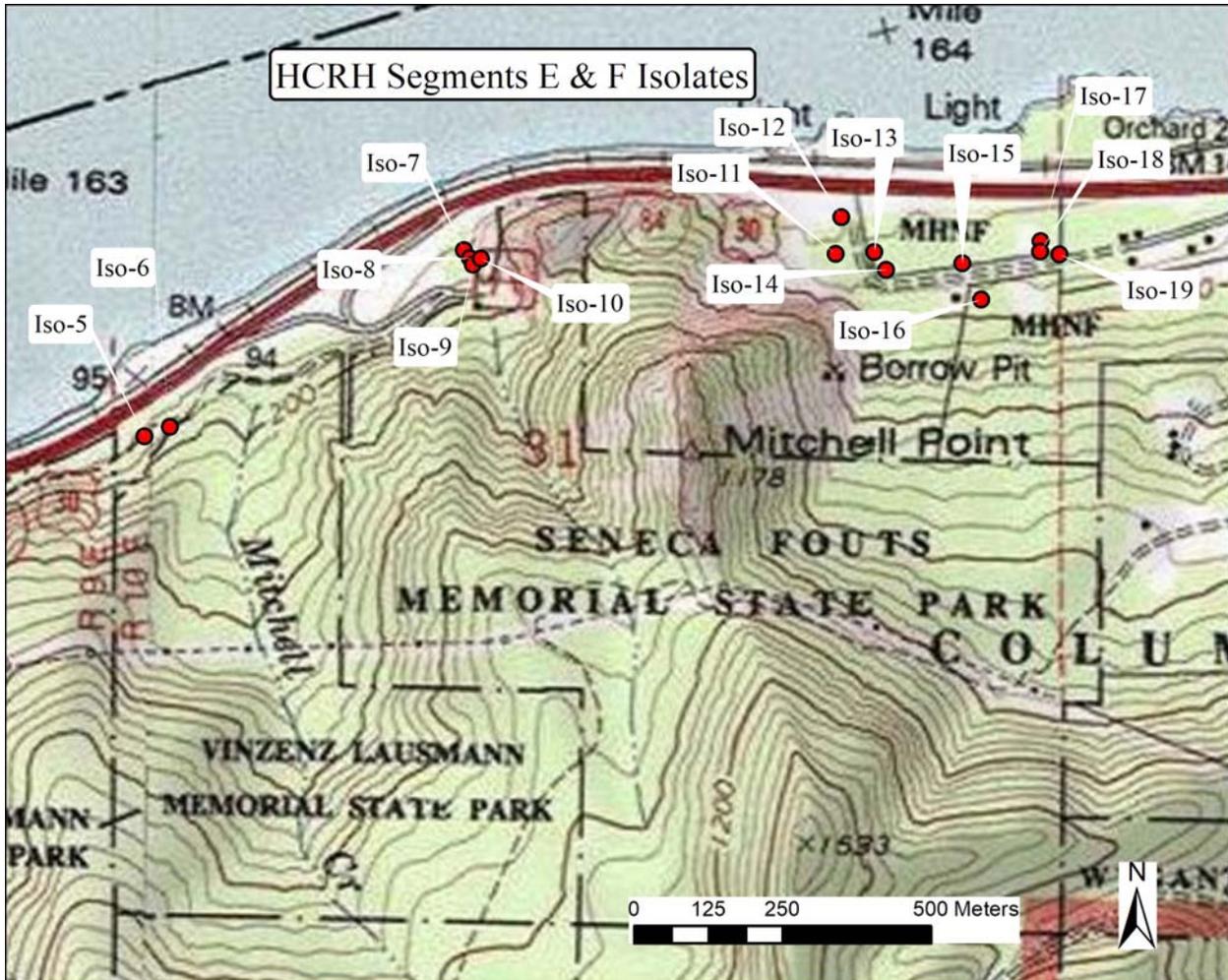


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 6 is a cast-iron tea kettle.



State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23760

Form Type/Identification	
Field Id:	HCRH E&F Iso-7
Isolate Description:	Hole-in-cap can fragment
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 NW SW NW Willamette
Map References	Hood River 7.5' 1994
Elevation	From 135 To 135 ft
UTM Coordinates	Type East North Method Zone Datum Other 607472 5062017 Unknown 10 83

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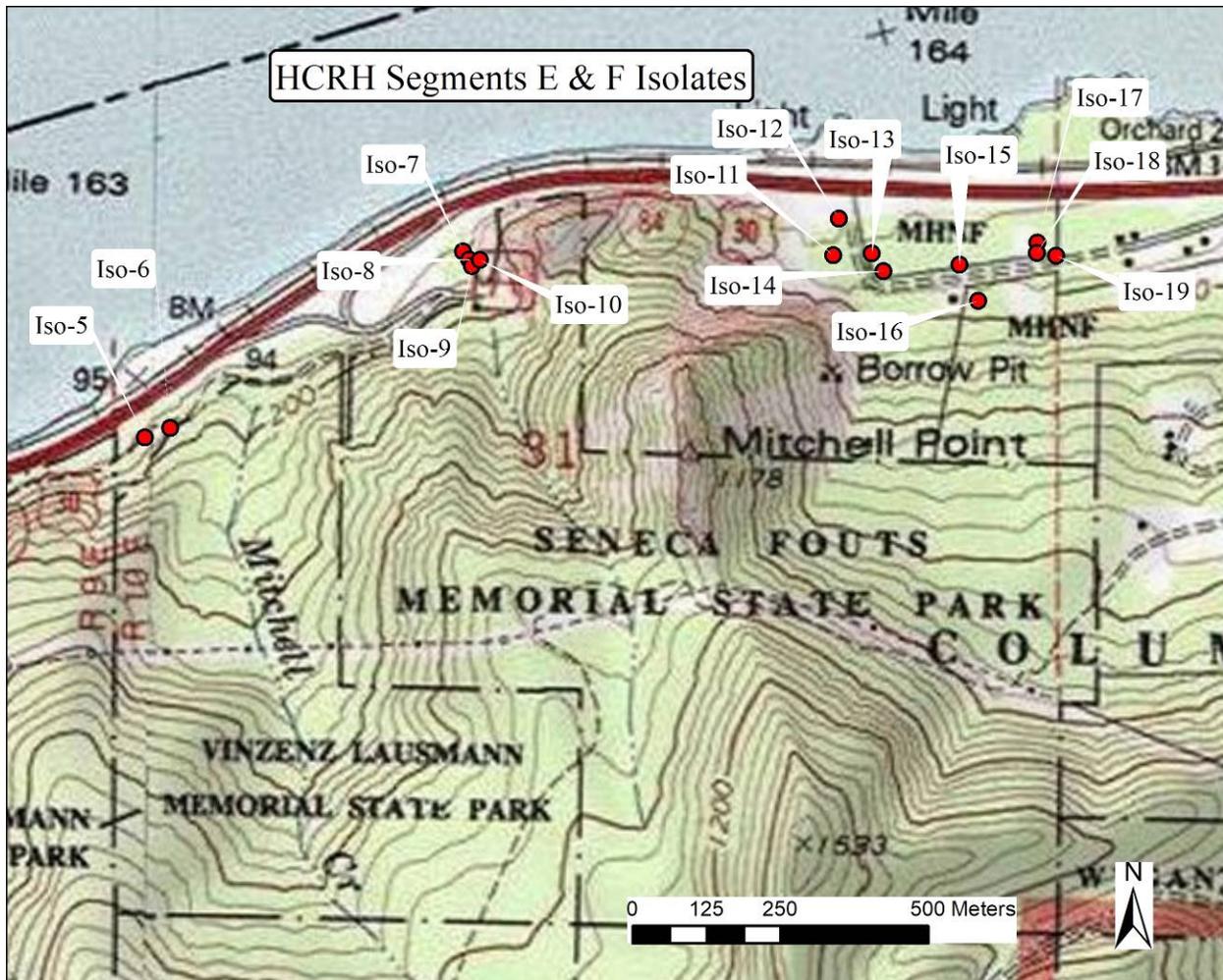


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 7 is a hole-in-top can fragment with diameter of 2-3/4". The can was incomplete, so no measurement of the height was made. No photo is available.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23761

Form Type/Identification	
Field Id:	HCRH E&F Iso-8
Isolate Description:	Wagon wheel tire
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 NW SW NW Willamette
Map References	Hood River 7.5' 1994
Elevation	From 135 To 135 ft
UTM Coordinates	Type East North Method Zone Datum Other 607483 5062004 GPS < 10m 10 83

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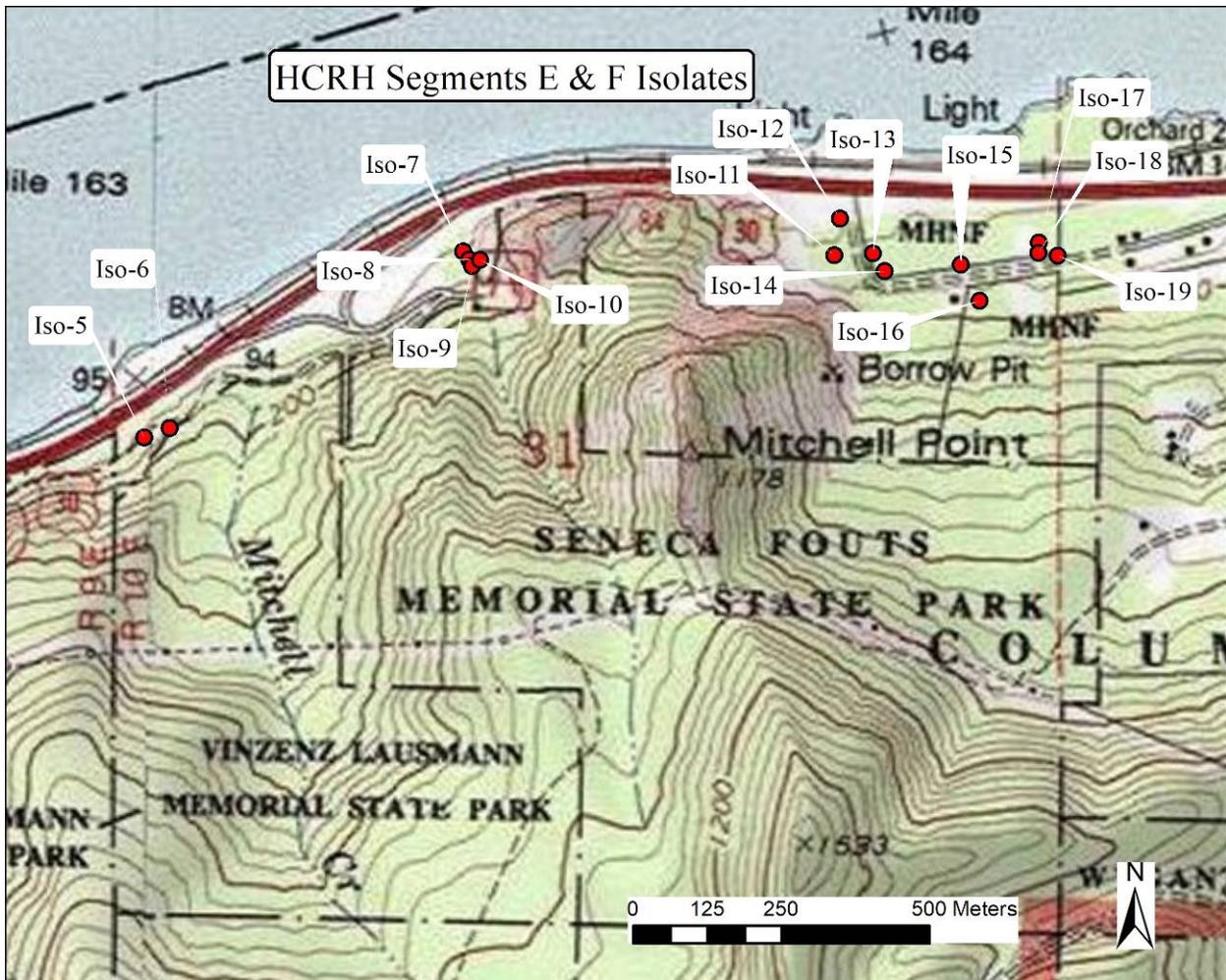


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 8 is a steel or iron tire from a wagon wheel with band dimensions of 4" wide by ½" thick and overall outside diameter of 48". A weld mark is visible at one point.



Figure 2. HCHR E&F Isolate 8.



Figure 3. Weld mark (indicated by pointing finger) on tire band.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23762

Form Type/Identification	
Field Id:	HCRH E&F Iso-9
Isolate Description:	Stove fragments
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 NW SE NW Willamette
Map References	Hood River 7.5' 1994
Elevation	From 135 To 135 ft
UTM Coordinates	Type East North Method Zone Datum Other 607488 5061992 GPS < 10m 10 83

Files Uploads	
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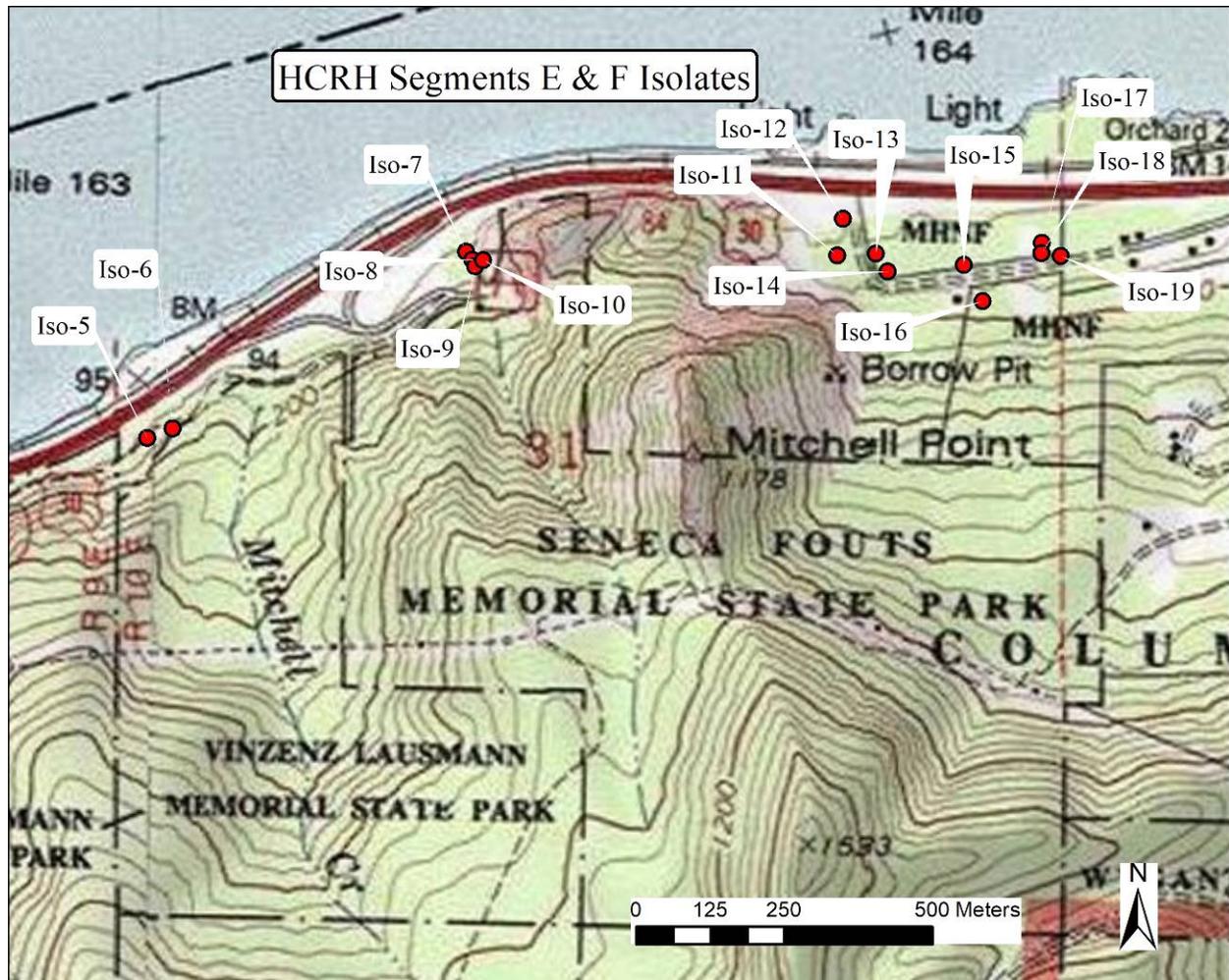


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 9 is remnants of a stove with cast-iron frame and a sheet metal skin with rivets.



State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23763

Form Type/Identification	
Field Id:	HCRH E&F Iso-10
Isolate Description:	barrel fragment
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 NW SE NW Willamette
Map References	Hood River 7.5' 1994
Elevation	From 135 To 135 ft
UTM Coordinates	Type East North Method Zone Datum Other 607500 5062004 GPS < 10m 10 83

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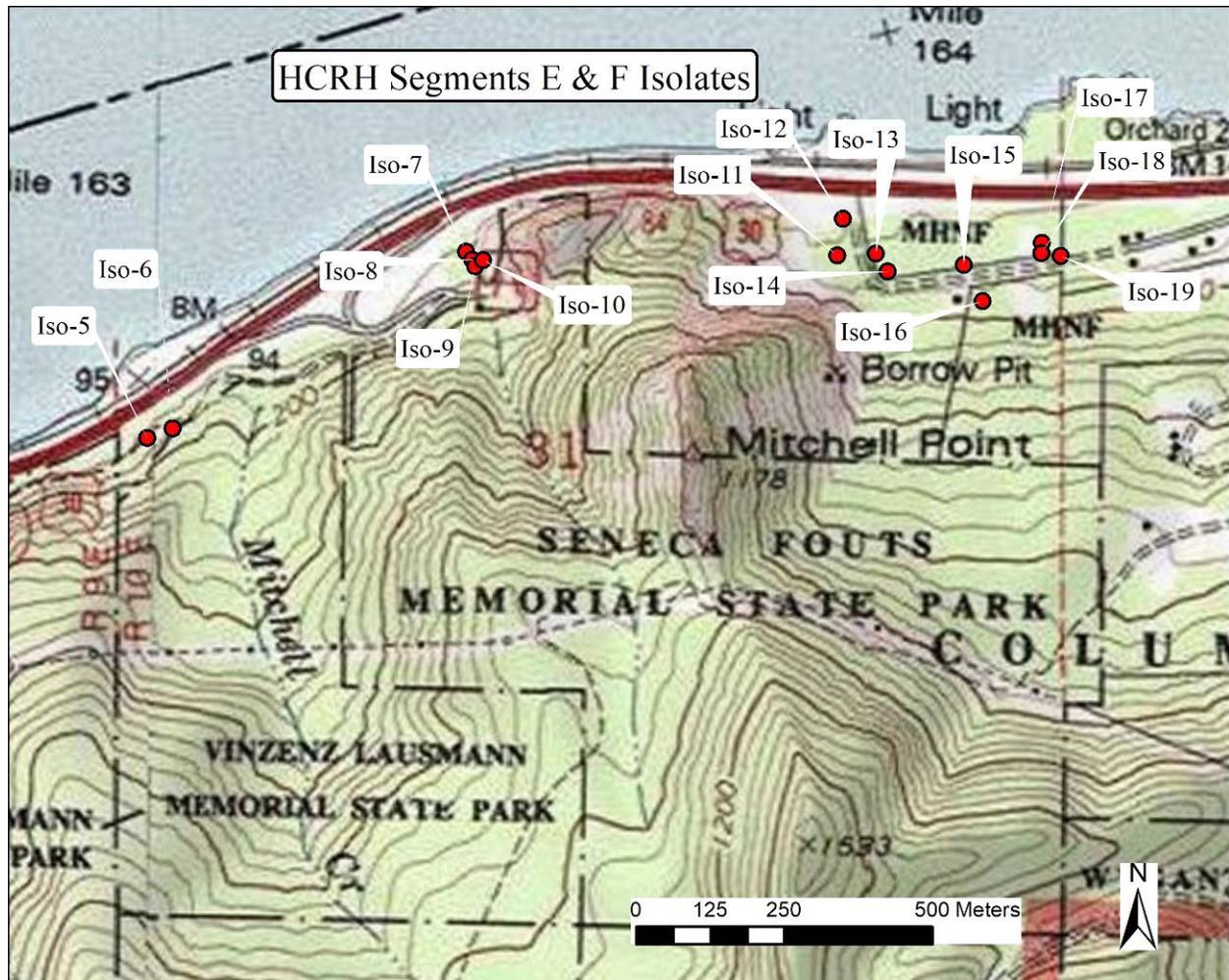


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 10 is a partial metal barrel with dimensions of 13.5" in diameter and an incomplete length of 19". Remnants of blue and yellow paint are visible, but no logos or lettering were discernable. The closure, centered in the remaining barrel end, is threaded hexagonal plug.



Figure 2. HCRH E&F Isolate 10.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23764

Form Type/Identification	
Field Id:	HCRH E&F Iso-11
Isolate Description:	Aluminum top beverage can fragment
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>10 E</td> <td>31</td> <td>SE</td> <td>NW</td> <td>NE</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	10 E	31	SE	NW	NE		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	10 E	31	SE	NW	NE		Willamette										
Map References	Hood River 7.5' 1994																
Elevation	From 120 To 120 ft																
UTM Coordinates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>East</th> <th>North</th> <th>Method</th> <th>Zone</th> <th>Datum</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>608098</td> <td>5062030</td> <td>GPS < 10m</td> <td>10</td> <td>83</td> </tr> </tbody> </table>	Type	East	North	Method	Zone	Datum	Other	608098	5062030	GPS < 10m	10	83				
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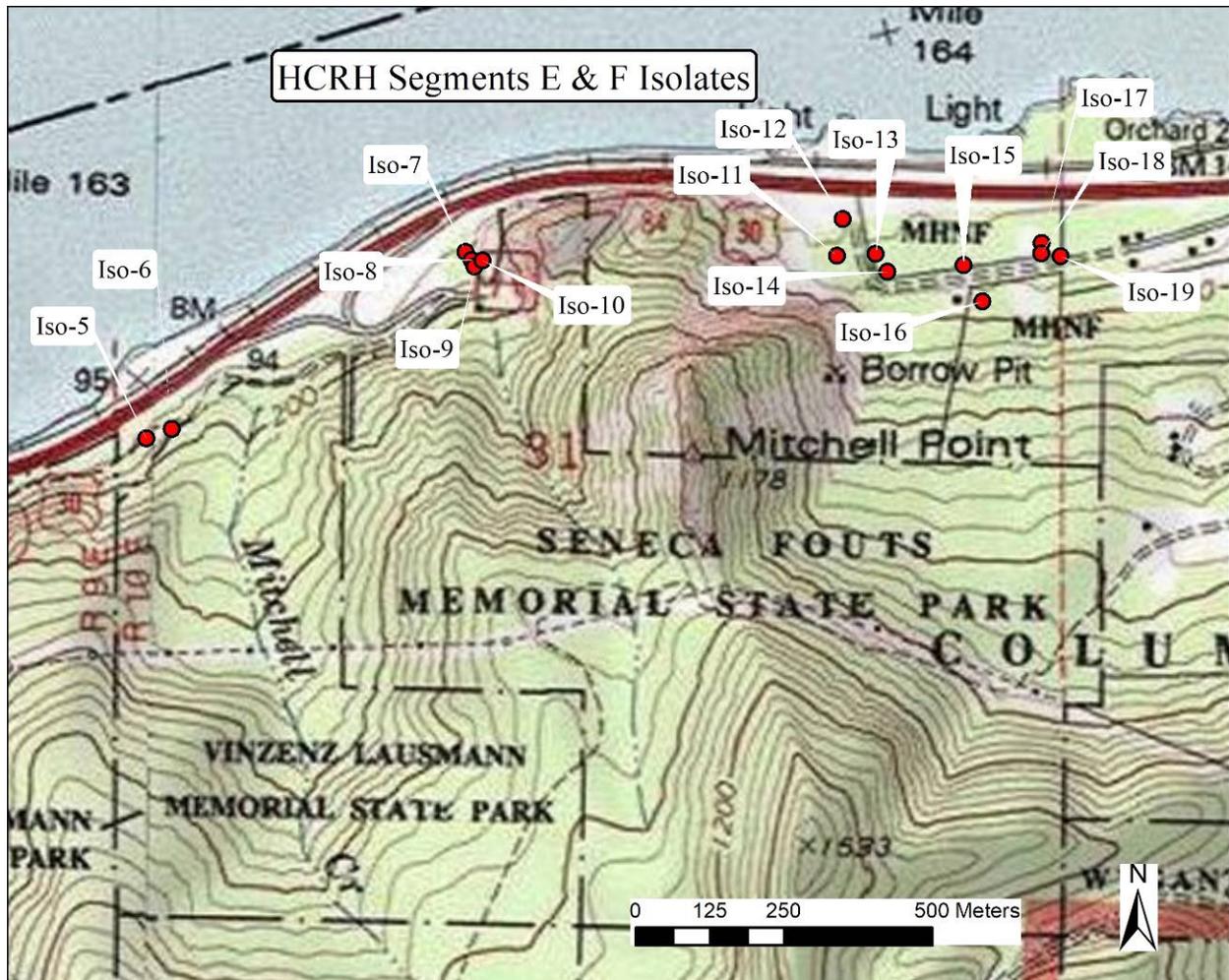


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 11 is a steel-sided aluminum-top pull tab beverage can fragment. This type of can had a short production period in the early 1960s, until all-aluminum cans replaced them.



Figure 2. HCRH E&F Isolate 11.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23765

Form Type/Identification	
Field Id:	HCRH E&F Iso-12
Isolate Description:	Wire rope
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>10 E</td> <td>31</td> <td>SW</td> <td>NE</td> <td>NE</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	10 E	31	SW	NE	NE		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	10 E	31	SW	NE	NE		Willamette										
Map References	Hood River 7.5' 1994																
Elevation	From 120 To 120 ft																
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Figure

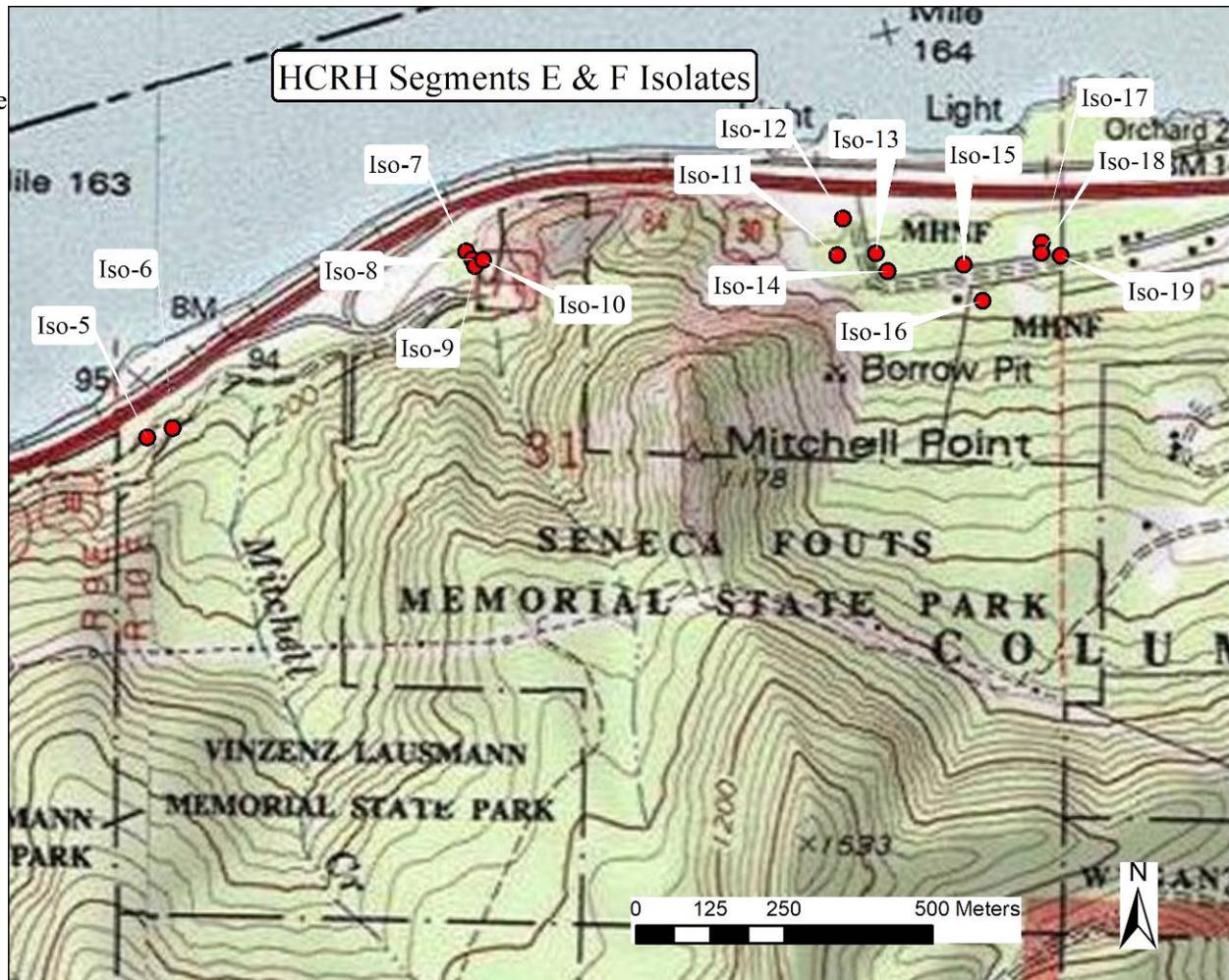


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 12 is section of heavy wire rope 1" in diameter; coiled and partially buried with ca. 15" exposed. It is likely logging cable.



Figure 2. HCRH E&F Isolate 12

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23766

Form Type/Identification	
Field Id:	HCRH E&F Iso-13
Isolate Description:	Duo-Therm oil burning heater
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>10 E</td> <td>31</td> <td>SW</td> <td>NE</td> <td>NE</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	10 E	31	SW	NE	NE		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	10 E	31	SW	NE	NE		Willamette										
Map References	Hood River 7.5' 1994																
Elevation	From 120 To 120 ft																
UTM Coordinates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>East</th> <th>North</th> <th>Method</th> <th>Zone</th> <th>Datum</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>608162</td> <td>5062035</td> <td>GPS < 10m</td> <td>10</td> <td>83</td> </tr> </tbody> </table>	Type	East	North	Method	Zone	Datum	Other	608162	5062035	GPS < 10m	10	83				
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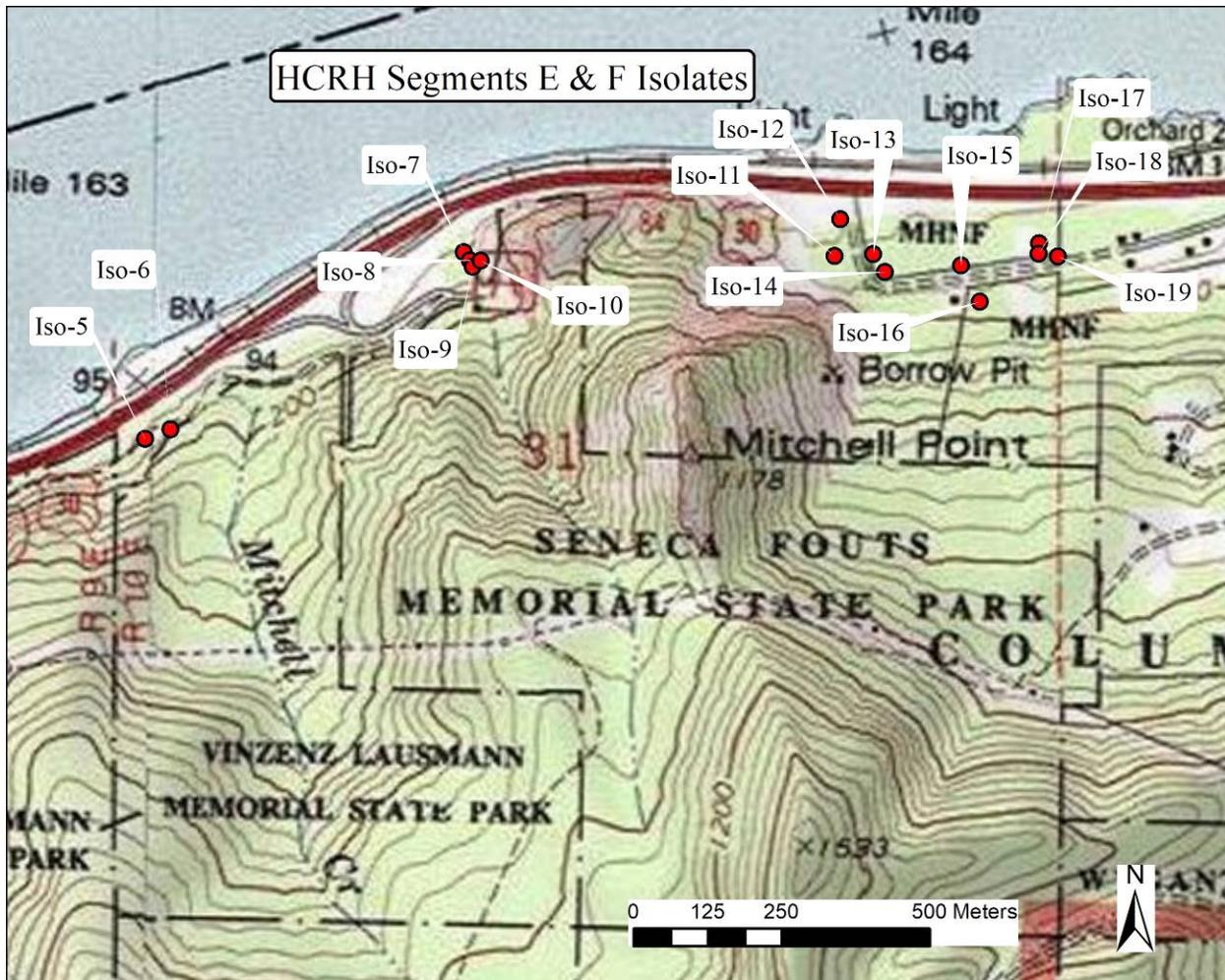


Figure 1. Location of HCRH E&F Isolates 5-18 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 13 remnants of a Duo-Therm Oil Burning heater. Duo-Therm was a division of the Motor Wheel Corporation and was producing oil burning heaters as early as 1936 (Motor Wheel Corp, Duo-Therm Division 1936). Some of these heaters may still be in use today (bobistheoilguy.com 2017).

References:

Bobistheoilguy.com

2017 Heat My New Shop with 1940s Duo Therm Oil Heater. Original post on online forum:
https://www.bobistheoilguy.com/forums/ubbthreads.php/topics/4606636/Heat_My_New_Shop_With_1940%27s_D

Motor Wheel Corp., Duo-Therm Division

1936 Duo-Therm presents: 5 Ways to make you more comfortable. Trade Catalog. Accessed May 8, 2019 at Internet Archive:
<https://archive.org/details/MotorWheelCorpDuoThermDivisionDuoThermPresents5Ways>



Figure 2. HCRH E&F Isolate 13



Figure 3. Advertisement (ca. 1936) for Duo-Therm Oil Burning Appliances.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23767

Form Type/Identification	
Field Id:	HCRH E&F Iso-14
Isolate Description:	Two beer cans
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>10 E</td> <td>31</td> <td>NW</td> <td>SE</td> <td>NE</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	10 E	31	NW	SE	NE		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	10 E	31	NW	SE	NE		Willamette										
Map References	Hood River 7.5' 1994																
Elevation	From 150 To 150 ft																
UTM Coordinates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>East</th> <th>North</th> <th>Method</th> <th>Zone</th> <th>Datum</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>608183</td> <td>5062005</td> <td>GPS < 10m</td> <td>10</td> <td>83</td> </tr> </tbody> </table>	Type	East	North	Method	Zone	Datum	Other	608183	5062005	GPS < 10m	10	83				
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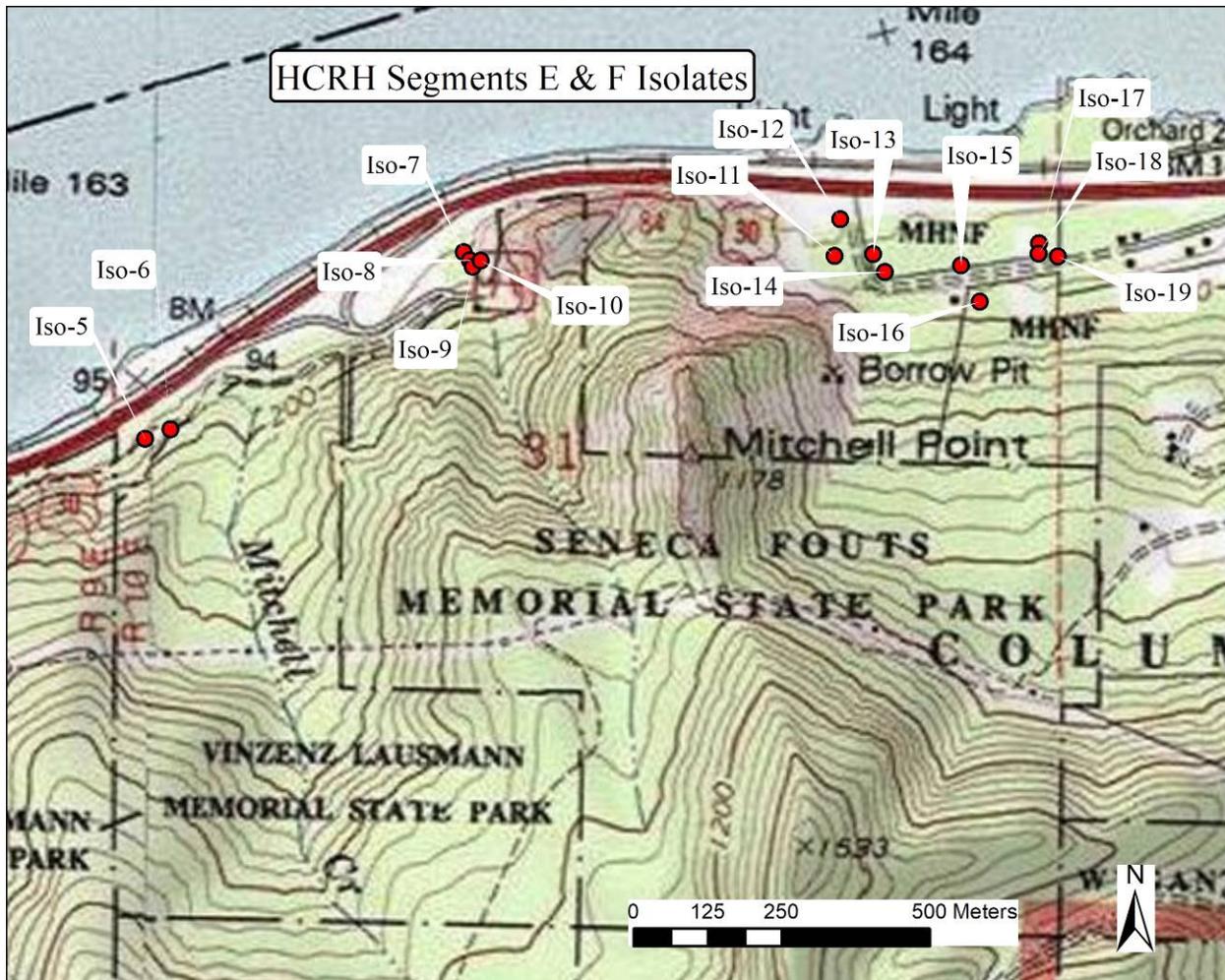


Figure 1. Location of HCRH E&F Isolates 5-18 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 14 is composed of two beer cans; one steel-sided aluminum top pull-tab Heidelberg can and one cone-top can with no discernable label. Steel-sided aluminum top cans had a short production period in the early 1960s, until all-aluminum cans replaced them. Cone-top cans were discontinued about 1964.



Figure 2. HCRH E&F Isolate 14: Heidelberg Beer pull tab can.



Figure 3 HCRH E&F Isolate 14: Cone top beer can.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23768

Form Type/Identification	
Field Id:	HCRH E&F Iso-15
Isolate Description:	Mexican Mustang Liniment bottle
Form Type:	Isolate
Recording Date:	05/09/2019

Location																	
County	Hood River																
Cadastral Locations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Township</th> <th>Range</th> <th>Section</th> <th>¼</th> <th>¼</th> <th>¼</th> <th>DLC</th> <th>Meridian</th> </tr> </thead> <tbody> <tr> <td>3 N</td> <td>10 E</td> <td>31</td> <td>NW</td> <td>SE</td> <td>NE</td> <td></td> <td>Willamette</td> </tr> </tbody> </table>	Township	Range	Section	¼	¼	¼	DLC	Meridian	3 N	10 E	31	NW	SE	NE		Willamette
Township	Range	Section	¼	¼	¼	DLC	Meridian										
3 N	10 E	31	NW	SE	NE		Willamette										
Map References	Hood River 7.5' 1994																
Elevation	From 150 To 150 ft																
UTM Coordinates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>East</th> <th>North</th> <th>Method</th> <th>Zone</th> <th>Datum</th> </tr> </thead> <tbody> <tr> <td>Other</td> <td>608312</td> <td>5062021</td> <td>GPS < 10m</td> <td>10</td> <td>83</td> </tr> </tbody> </table>	Type	East	North	Method	Zone	Datum	Other	608312	5062021	GPS < 10m	10	83				
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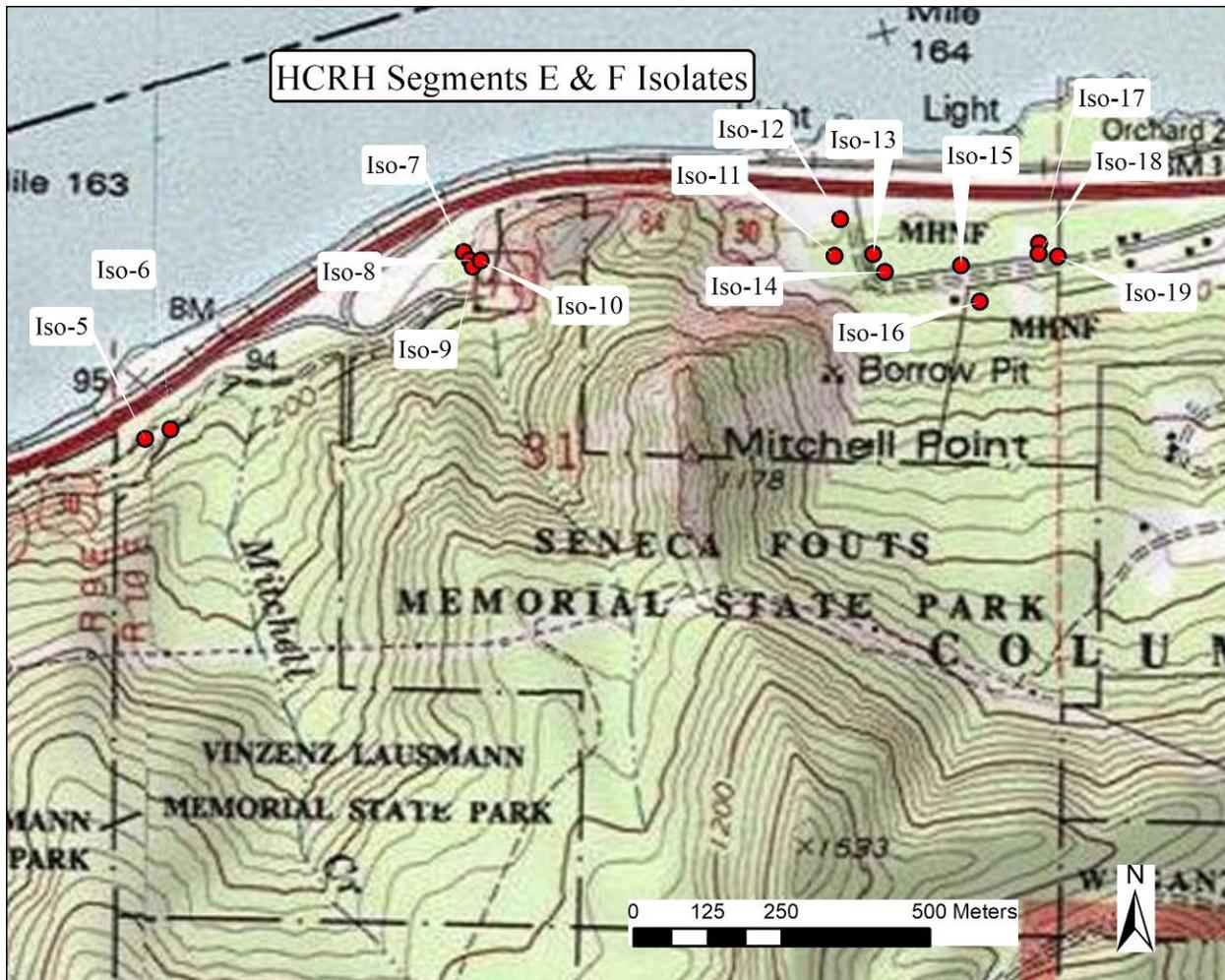


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 15 is a light aqua glass bottle embossed with the words "Mexican/Mustang/Liniment" Mexican Mustang Liniment was introduced in 1825 by George W. Westbrook of St. Louis, Missouri. The manufacturing rights passed to Demas Barnes and Co. of New Year by ca. 1856 (Odyssey's Virtual Museum 2019). Mexican Mustang Liniment was advertised as relief from pain, tired out muscles, lameness in the back or shoulders, stiff joints, burns, scalds, cuts, rashes, rheumatism, lumbago, sores, open wounds, sprains, and bruises.

The bottle measures 4" tall with a 3" body and 1" neck. The body diameter is 1-3/8" and the neck 5/8". The bottle was made in a two-piece mold and has a rolled finish. Rolled finishes are generally pre-1870 (SHA 2019)

References:

Odysseys's Virtual Museum

- 2019 Mexican Mustang Liniment (*sic*) Bottle. Electronic resource accessed May 9, 2019: <http://www.odysseysvirtualmuseum.com/products/Mexican-Mustang-Liniment-Bottle.html>

SHA (Society for Historical Archaeology)

- 2019 Bottle Finishes and Closures Part II Types or Styles of Finishes – Page 3. Electronic resource accessed May 9, 2019: <https://sha.org/bottle/finishstyles3.htm#Rolled%20or%20Folded>



Figure 2. HCRH E&F Isolates 15.

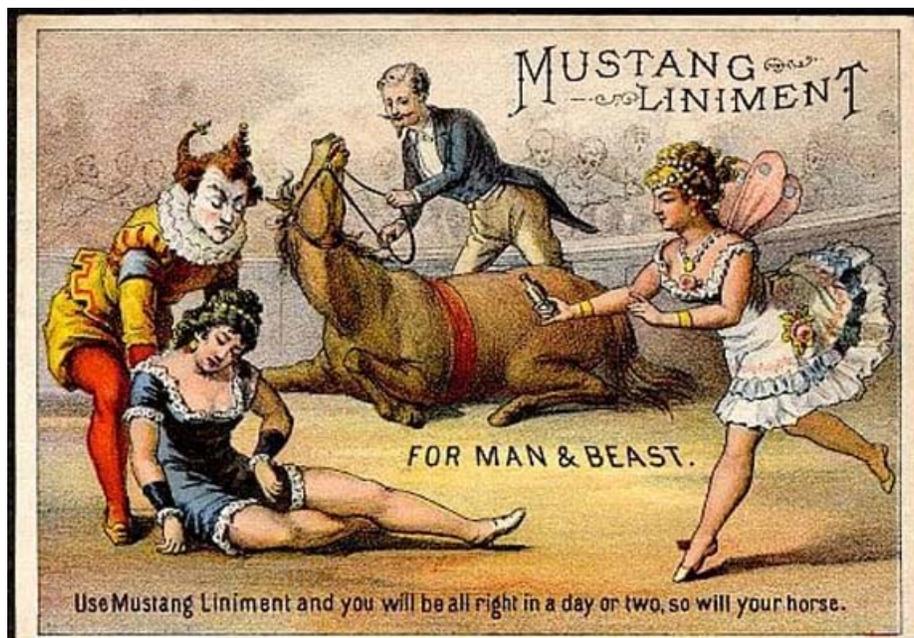


Figure 3. Undated advertisement for Mustang Liniment.

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23769

Form Type/Identification	
Field Id:	HCRH E&F Iso-16
Isolate Description:	dark amber glass bottle
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 SE NE NE Willamette
Map References	Hood River 7.5' 1994
Elevation	From 175 To 175 ft
UTM Coordinates	Type East North Method Zone Datum Other 608345 5061961 GPS < 10m 10 83

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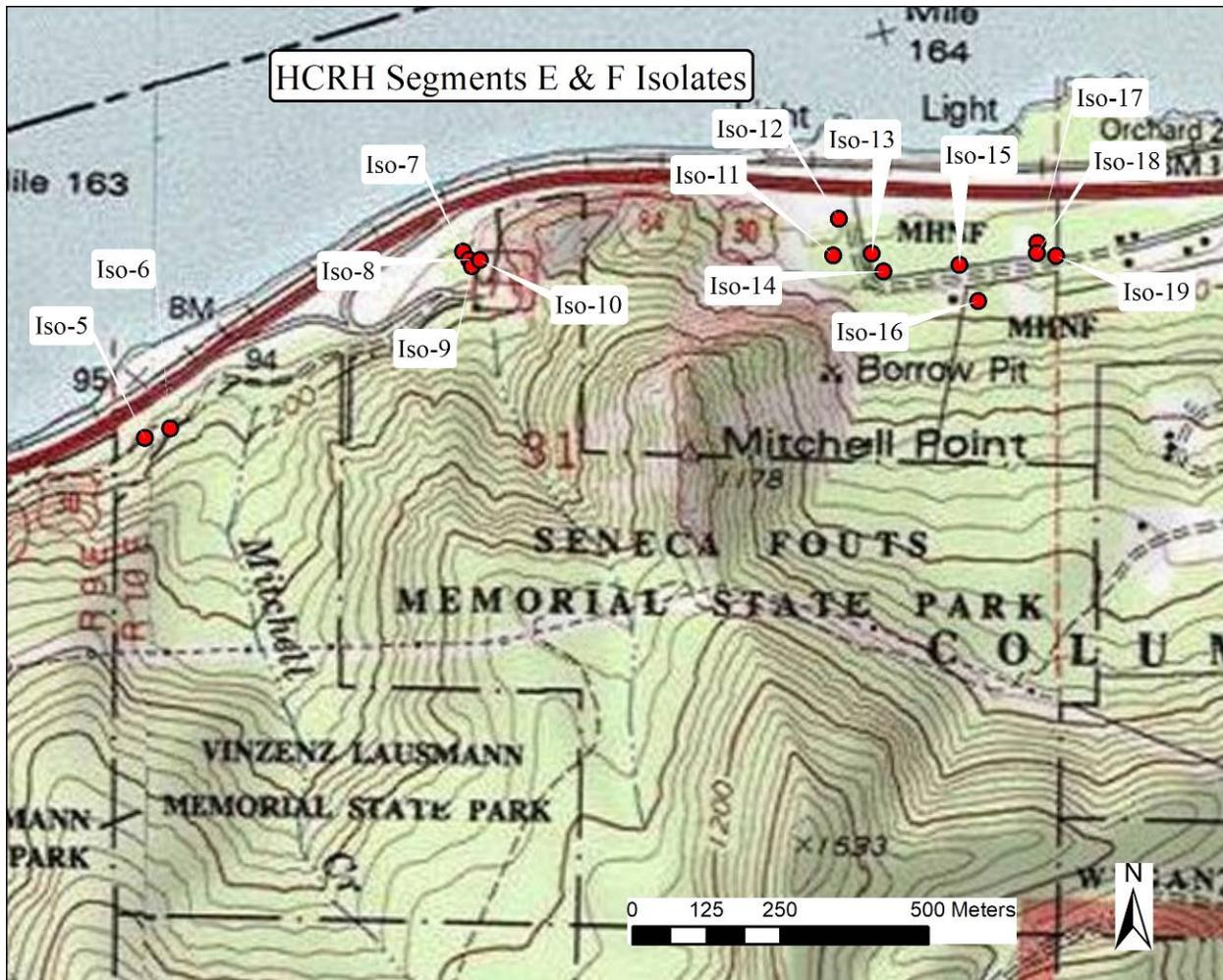


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 16 is a dark amber glass wine or liquor bottle. The bottle was produced in a two piece mold and has a tooled finish similar to the brandy finish. No lettering or logo is present. The tooled finish dates the bottle to the latter half of the 19th century (SHA 2019).

References:

SHA (Society for Historical Archaeology)

2019 Bottle Finished (aka "Lips") & Closures. Electronic resource accessed May 9, 2019:
<https://sha.org/bottle/finishes.htm#Applied%20&%20Tooled%20finish>



Figure 2. HCRH E&F Isolate 16 – side view.



Figure 3. Figure 2. HCRH E&F Isolate 16 – finish (left) and base (right).

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23770

Form Type/Identification	
Field Id:	HCRH E&F Iso-17
Isolate Description:	2-gal motor oil can
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 SE NE NE Willamette
Map References	Hood River 7.5' 1994
Elevation	From 150 To 150 ft
UTM Coordinates	Type East North Method Zone Datum Other 608442 5062062 GPS < 10m 10 83

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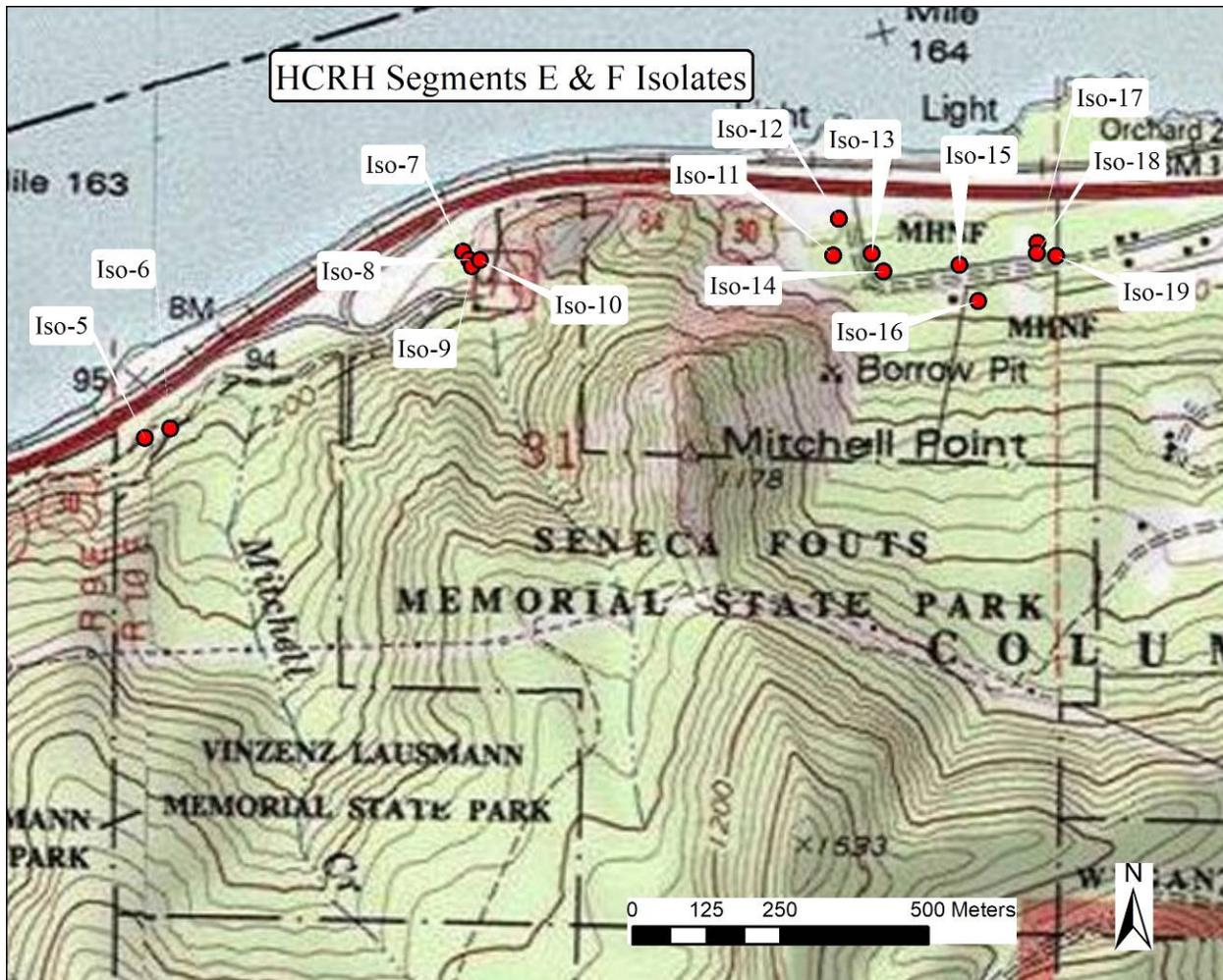


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 17 is a rectangular 2-gal motor oil can. The can measured 8 x 5.5 x 10.5" and has lettering "TWO US GALLONS/Premium/EASTERN/HIGH COMPRESSION/MOTOR OIL/PURE PARAFFINE BASE". The top of the can has a pour spout with an external threaded cap and a soldered handle.



Figure 2. HCRH E&F Isolate 17

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23771

Form Type/Identification	
Field Id:	HCRH E&F Iso-18
Isolate Description:	dark aqua glass insulator
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 SE NE NE Willamette
Map References	Hood River 7.5' 1994
Elevation	From 150 To 150 ft
UTM Coordinates	Type East North Method Zone Datum Other 608442 5062045 Unknown 10 83

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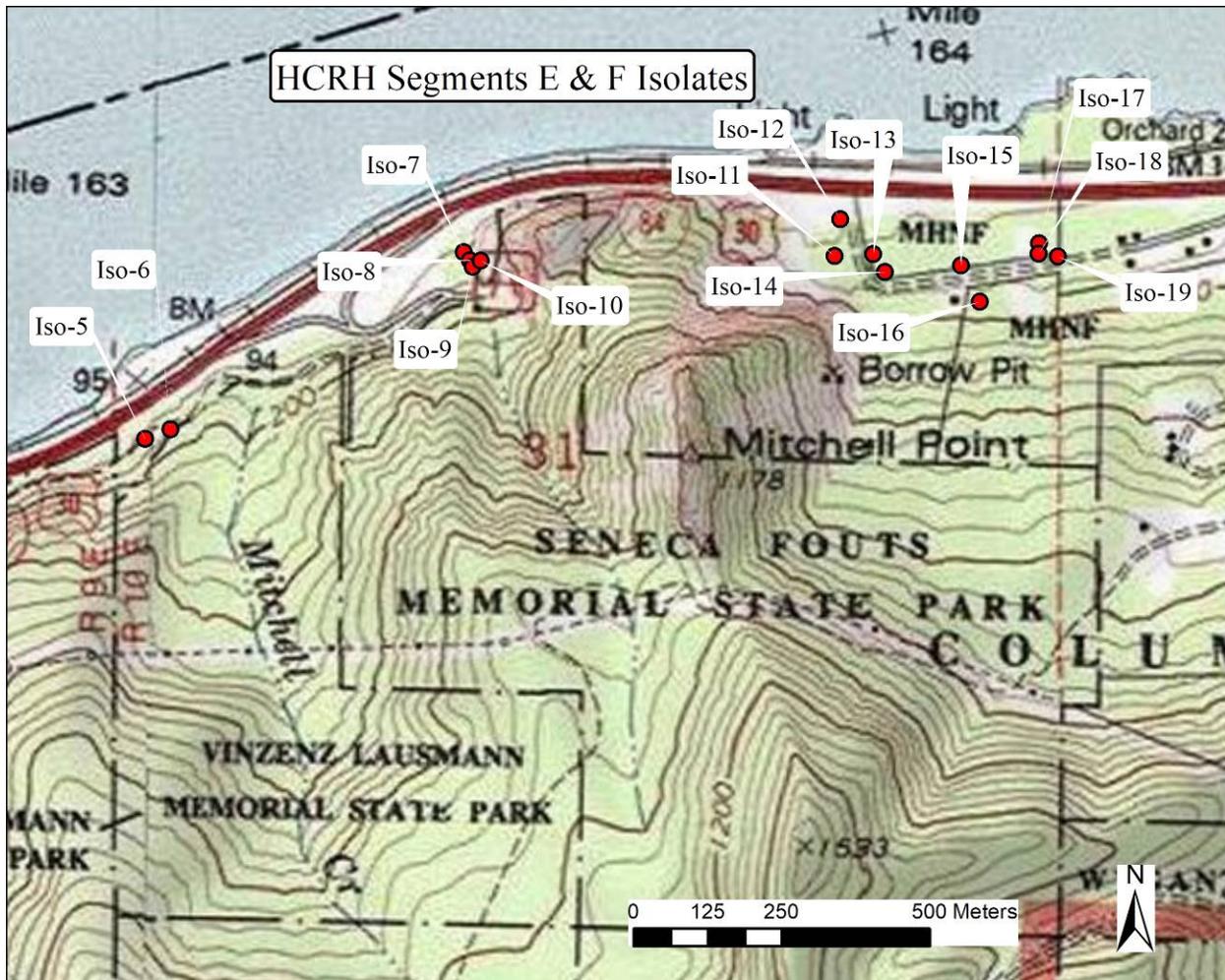


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 18 is a fragment of a dark aqua glass insulator. The embossed letters "No. 20" are present on the skirt. The style is most similar to a Brookfield CD133 insulator (National Insulator Association 2019). The Brookfield Glass Company was in operation from 1901 to 1921 (Glass Bottle Marks 2019).

References:

Glass Bottle Marks

2019 Bushwick Glass Works (aka Brookfield Glass Company). Electronic resource accessed May 9, 2019: <https://www.glassbottlemarks.com/brookfield-glass-company/>

National Insulator Association

2019 Insulator Identification Gallery – CD133. Electronic resource accessed May 9, 2019: https://www.nia.org/general/cd_text/cd133.htm



Figure 2. HCRH E&F Isolate 18

State of Oregon Archaeological Site Record

Summary of Isolate Form#: 23772

Form Type/Identification	
Field Id:	HCRH E&F Iso-19
Isolate Description:	1919 Oregon automobile license plate
Form Type:	Isolate
Recording Date:	05/09/2019

Location	
County	Hood River
Cadastral Locations	Township Range Section $\frac{1}{4}$ $\frac{1}{4}$ $\frac{1}{4}$ DLC Meridian 3 N 10 E 31 SE NE NE Willamette
Map References	Hood River 7.5' 1994
Elevation	From 150 To 150 ft
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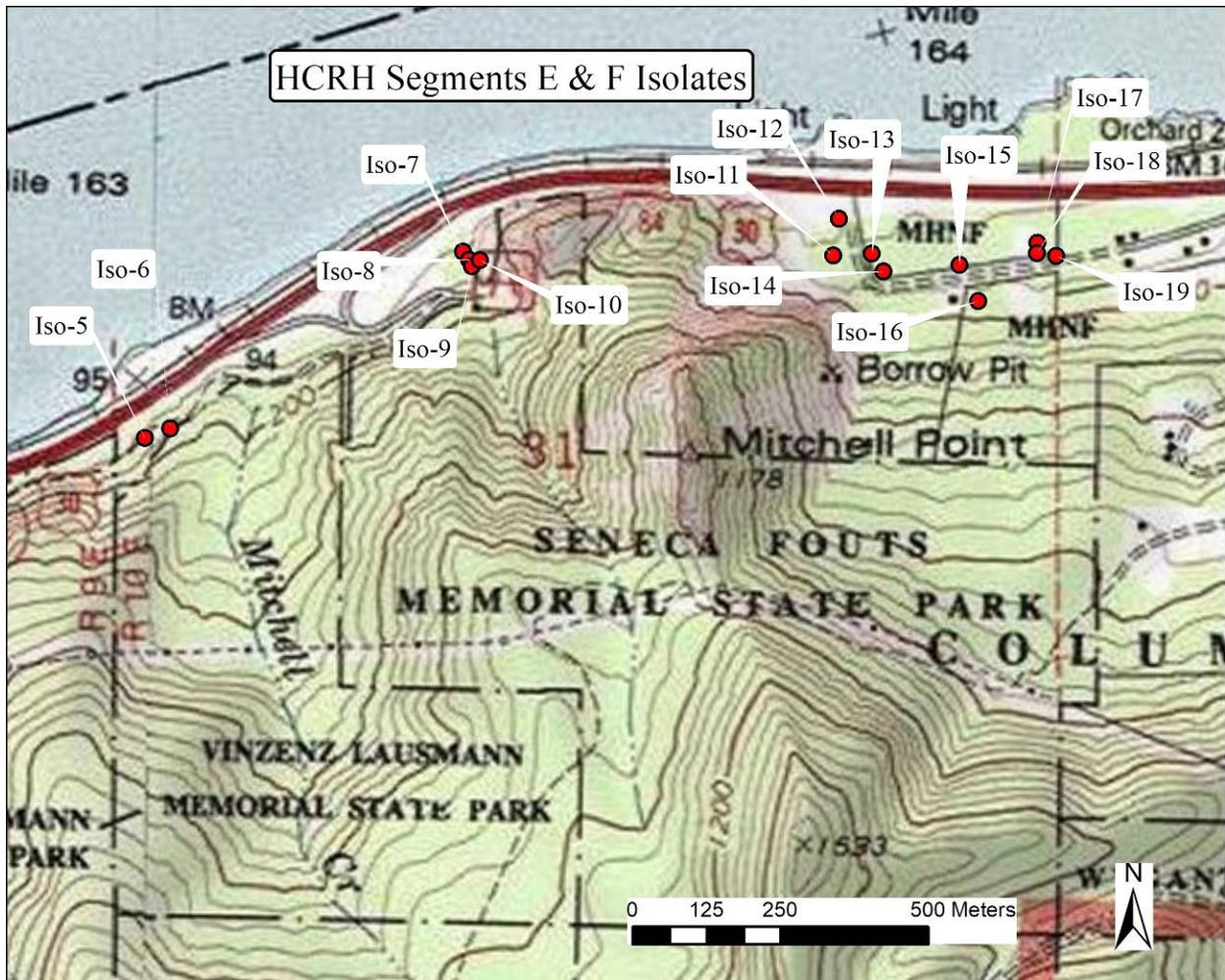


Figure 1. Location of HCRH E&F Isolates 5-19 on USGS 7.5" Mt. Defiance 1994 and Hood River 1994 quads.

HCRH E&F Isolate 19 is a 1919 Oregon automobile license plate.



Figure 2. HCRH E&F Isolate 19

Appendix E

Above-Ground Survey
HCRH Segments E & F Project

Appendix E

Above-Ground Survey of the HCRH Segments E & F Project

No.	Address	TRS/ Tax Lot	Construction Date & Resource Type	National Register Status	Photograph
1	Viento State Park	T3N-R09E Sect:34&35 Tax Lot 100&400	1925 to present ≈94 yrs. old Campground Sign Maintenance Yard Bldgs.	Not Likely Eligible due to a Lack of Distinction/Integrity	 
2	Wygant State Natural Area at Perham Creek	T3N-R09E Sect:36 Tax Lot: 100	c. 1939 ≈80 yrs. old CCC-Style Signpost Column	Probably Eligible under Criterion A	
3	North of Mitchell Pt Dr	T3N-R10E Sect:31 Tax Lot: 200&101	Unidentified road trace	Not Likely Eligible due to a Lack of Integrity	
4	5330 Mitchell Pt Dr	T3N-R10E Sect:31 Tax Lot: 103	1980 39 yrs. old House	Not Likely Eligible due to being Out-of-Period	

Appendix E

Above-Ground Survey of the HCRH Segments E & F Project

No.	Address	TRS/ Tax Lot	Construction Date & Resource Type	National Register Status	Photograph
5	5206 Mitchell Pt Dr	T3N-R10E Sect:32 Tax Lot: 707	c. 1980 ≈39 yrs. old House Associated Outbuilding used for equipment storage	Not Likely Eligible due to being Out-of-Period	 
6	5205 Mitchell Pt Dr	T3N-R10E Sect:32 Tax Lot: 700	1908 111 yrs. old Locke/Galligan House Associated Outbuildings used for garages Associated Outbuildings used for equipment storage/livestock	Probably Eligible under Criteria A, B & C	  
7	5135 Mitchell Pt Dr	T3N-R10E Sect.32 Tax Lot: 707	1980 39 yrs. old House	Not Likely Eligible due to being Out-of-Period	

Appendix F

Inadvertent Discovery Plan
HCRH Segments E & F Project

Inadvertent Discovery Plan for Cultural Resources

HCRH State Trail Reconnection, Segments G & H

The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration is leading an effort to restore existing segments of the Historic Columbia River Highway (HCRH) and link these segments with new trails to create a continuous State Trail suitable for pedestrians and bicycles. The current effort is on the eastern part of Segments and F (Viento State Park to the I-84 Underpass).

The Inadvertent Discovery Plan (IDP) should be followed if cultural materials including human remains are encountered during construction.

Protocol for coordination in the event of inadvertent discovery:

- In the event of an inadvertent discovery of possible cultural materials, including human remains, all work will stop immediately in the vicinity of the find. A 30 meter buffer should be placed around the discovery with work being able to proceed outside of this buffered area unless additional cultural materials are encountered.
- The area will be secured and protected.
- The project manager/land manager will be notified. The project/land manager will notify the State Historic Preservation Office (SHPO). If possible human remains are encountered, the Oregon State Police, Commission on Indian Services (CIS), SHPO, and appropriate Tribes will also be notified.

Oregon State Police: Chris Allori 503-731-4717
CIS: Daniel Santos, Interim Director 503- 986-1068
Appropriate Tribes: As designated by CIS
SHPO: Dennis Griffin 503-986-0674, John Pouley 503-986-0675, or Jamie French 503-986-0729.
- No work may resume until consultation with the SHPO has occurred and a professional archaeologist is able to assess the discovery.
- If human remains are encountered, do not disturb them in any way. *Do not call 911*. Do not speak with the media. Secure the location. Do not take Photos. The location should be secured and work will not resume in the area of discovery until all parties involved agree upon a course of action.
- A professional archaeologist may be needed to assess the discovery and they will consult with SHPO and appropriate Tribal Governments to determine an appropriate course of action.
- Archaeological excavations may be required. This is handled on a case by case basis by the professional archaeologist and project manager, in consultation with SHPO and appropriate Tribes.

When to stop work:

Construction work may uncover previously unidentified Native American or Euro-American artifacts. This may occur for a variety of reasons, but may be associated with deeply buried cultural material, access restrictions

during project development, or if the area contains impervious surfaces throughout most of the project area which would have prevented standard archaeological site discovery methods.

Work must stop when the following types of artifacts and/or features are encountered:

Native American artifacts may include (but are not limited to):

- Flaked stone tools (arrowheads, knives scrapers etc.);
- Waste flakes that resulted from the construction of flaked stone tools;
- Ground stone tools like mortars and pestles;
- Layers (strata) of discolored earth resulting from fire hearths. May be black, red or mottled brown and often contain discolored cracked rocks or dark soil with broken shell;
- Human remains;
- Structural remains- wooden beams, post holes, fish weirs.

Euro-American artifacts may include (but are not limited to):

- Glass (from bottles, vessels, windows etc.);
- Ceramic (from dinnerware, vessels etc.);
- Metal (nails, drink/food cans, tobacco tins, industrial parts etc.);
- Building materials (bricks, shingles etc.);
- Building remains (foundations, architectural components etc.);
- Old Wooden Posts, pilings, or planks (these may be encountered above or below water);
- Remains of ships or sea-going vessels, marine hardware etc.;
- Old farm equipment may indicate historic resources in the area.
- Even what looks to be old garbage could very well be an important archaeological resource;

When in doubt, call it in!

Proceeding with Construction

- Construction can proceed only after the proper archaeological inspections have occurred and environmental clearances are obtained. This requires close coordination with SHPO and the Tribes.
- After an inadvertent discovery, some areas may be specified for close monitoring or ‘no work zones.’ Any such areas will be identified by the professional archaeologist to the Project Manager, and appropriate Contractor personnel.
- In coordination with the SHPO, the Project Manager will verify these identified areas and be sure that the areas are clearly demarcated in the field, as needed.