Archaeological Site AM-2

STATE OF WASHINGTON
ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number:

***County:** Grays Harbor

***Date:** 12/01/2009 ***Compiler:** Meris Mullaley and Melissa Cascella

Location Information Restrictions *(Yes/No/Unknown)***:** Yes

SITE DESIGNATION

Site Name: Blagen Mill

Field/ Temporary ID: AM-2

***Site Type:** Historic Logging Property

SITE LOCATION

***USGS Quad Map Name:** Hoquiam 1994

***Legal Description: T**17N **R** 10 **E/W:** W **Section(s):** 11

Quarter Section(s): SE and SW

***UTM: Zone** 10 **Easting** 432224.9 **Northing** 5202349.2

Latitude: 46°58'17 **Longitude:** 123°53'23 **Elevation (ft/m):** 15

Other Maps: N/A **Type:** N/A

Scale: N/A **Source:** N/A

Drainage, Major: Grays Harbor **Drainage, Minor:** Hoquiam River **River Mile:** NA

Aspect: South **Slope:** Nearly Level

Location Description** *(General to Specific):**

Located on the north shore of Grays Harbor, approximately 0.5 miles west of the mouth of the Hoquiam River. Property is owned by the Anderson & Middleton Company and is bounded by chain link fence to the north, wetland to the west, and an unnamed drainage to the east. Site underlies approximately 17 to 21 feet of historic fill.

Approach *(For Relocation Purposes)***:** From I-5 south, take exit 104 and merge onto US-101. Take slight left as road becomes WA-8. Road becomes Olympic Highway. Road becomes E. Wiskah St, continue for ½ mile. Turn right on Alder, then slight left on Sumner Avenue/US-101. Road turns slight left and becomes 6th street. Turn left at M street. Take second right onto 8th street. At intersection of 8th Street and Earley Industrial Way, stop at building S. of intersection. Building address: 815 8th St., Hoquiam. Site is within fenced area S. of building.

SITE DESCRIPTION

***Narrative Description:** A 20th century sawmill is located at the south end of the Anderson & Middleton property. Mechanical excavation revealed historical archaeological features and deposits in 83 trenches at depths ranging from 1 to 12 feet below the surface across the Anderson & Middleton Alternative Site. Although the majority of the complex was demolished in the 1966, structural remains of the mill's boiler room, engine room, and several associated buildings were identified in 4 trenches: AM-31, AM-23, AM-24, H-2 and H-4. The other 79 trenches contained associated mill features including the remains of planked roads, walkways, railroads, and pilings. Sanborn maps (1906-1969) show the location of the sawmill components over tideflat areas that had been filled with refuse and river dredge.

***Site Type**: Historic Logging Property

***Site Dimensions**

***Length:** 550 M ***Direction:** N-S ***Width:** 520 M ***Direction:** E-W

***Method of Horizontal Measurement:** Ruler Function of ArcMap

***Depth:** 12 M * **Method of Vertical Measurement:** Tape Measure

Vegetation** *(On Site):** Grasses and Sedges, Himalayan Blackberry (*Rubus discolor*), Palmate Coltsfoot (*Petasites palmatus*), Red Alder (*Alnus Rubra*)

Local: N/A **Regional:** Sitka Spruce Zone

Landforms *(On Site)***:** Mudflats **Local:** Mudflats and low marsh

Water Resources *(Type)***:** Estuary **Distance:** Within estuary **Permanence:** Permanent

CULTURAL MATERIALS AND FEATURES

***Narrative Description:** Structural features include brick and cement foundations and walls, wooden plank roads and pilings. These features are the remains of a boiler room, engine room, railroad tracks, and plank roads.

(Please See page 6 for the full description.)

Method of Collection(s):** N/A ***Location of Artifacts** *(Temporary/Permanent):** N/A

SITE AGE

***Component:** Historic ***Dates:** 1903-1966 ***Dating Method:** Historic Documents

***Phase:** n/a **Basis for Phase Designation:** n/a

SITE RECORDERS

Observed by: Melissa Cascella, Joanne Grant, Kurt Perkins

Address: 710 Second Street, Suite 550, Seattle, WA, 98104

***Date Recorded:** September 2009

Recorded by** *(Professional Archaeologist):** Thomas Barrett, Ph.D

***Affiliation:** ICF Jones & Stokes ***Affiliation Phone Number:** 206.801.2800

***Affiliation Address:** 710 Second Street, Suite 550, Seattle, WA, 98104

***Affiliation E-mail:** TBarrett2@icfi.com

Date Revisited: N/A **Revisited By:** N/A

SITE HISTORY

Previous Work *(Done on Archaeological Site)***:** None.

LAND OWNERSHIP

***Owner:** Anderson and Middleton Company

***Address:** 815 8th St, Hoquiam, WA

***Tax Lot/ Parcel No:** 056400600201

056400700200

RESEARCH REFERENCES

Items/Documents Used In Research** *(Specify):**

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Hon. Albert Johnson, A Representative in Congress from the State of Washington." 1921. Pp 2747-2754. In Sundry Appropriation Bill, 1921. Hearings Before Subcommittee of House Committee on Appropriations Consisting of Messrs. James W. Good (Chairman), William S. Vare, Walter W. Magee, Joseph W. Byrns, and James A. Gallivan in Charge of the Sundry Civil appropriation Bill for 1921. Sixty-Sixth Congress, Second Session. Part 2. Pp. 1557a-2834. Government Printing Office, Washington.

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USGS MAP

*__Quad Name:__ Hoquiam

__*Series:__ 7.5"

__*Date:__ 1994

Please see Attached USGS Map, included separately to maintain the correct scale.

SKETCH MAP

__*Sketch Map Description:__ NA

__*North Arrow__ *(Magnetic/True North)*__:__ True North

PHOTOGRAPH(S)

__*Photograph Description(s):__ Please see attached Figures.

CONTINUATION/ ADDENDUM SHEET

Cultural Features

Boiler Room

Remnants of a foundation associated with the mill boiler room were identified in Trench H-2 and H-2B. A 4x4 foot square concrete pad overlaid by a 1x1 foot square timber piling was identified in trench H-2. To the east of this concrete pad, trench H-2/H-2B was extended and uncovered two wooden planks (4inch x1foot, and 2inch x 1 foot; length unknown) and a section of concrete 1.5 feet thick and 4 feet long. A vertical 1-ft diameter log piling was discovered in situ beneath the structural debris. Theses structural materials appear to be indicative of the partially intact remnants of a concrete foundation that was also supported by pilings. Round and square pilings (up to2 feet in diameter) following a west-south alignment was also observed in this area.

The 1907 Sanborn Fire Insurance map documents 3 bays, indicating 3 boilers were in operation during the early operations of the Grays Harbor Lumber Company. The 1916 Sanborn Fire Insurance map documents a total of 4 bays. By 1928, the Sanborn Fire Insurance map indicates that the boiler room had been expanded and an additional 2 bays were constructed, for a total of 6 boilers in operation.

Engine Room

Remnants of the engine room were identified in trenches H-2 and in AM- 31. Structural debris containing remnants of a concrete foundation and pipes associated with the mapped location of the engine room were identified. Debris also included concrete fragments, rebar, bricks, fire bricks, and assorted timbers and two concrete pipes (7-inch and 1.5-foot diameter). A concrete slab measuring 9 x 7 feet and 2 feet thick was located adjacent to the structural debris. At the west end of Trench AM-31, a small area of a planked surface was exposed 4.5 feet below the surface. This planked surface likely represents a planked walkway connecting the engine room to other adjacent buildings. The remains of a possible brick chimney were discovered at the southwest end of trench AM-31. The chimney feature is characterized by a 3’4” round smoke stack constructed of fire brick build directly upon wood. During mill operations, the engine room housed a steam powered engineer (or engines) to run the various machines necessary for mill operations.

Planked Roads and Walkways

Features identified as plank roads or planked surfaces generally consisted of multiple large

dimensional timbers (from 4inch x 8 inch to 4 inch x 12 inch) laying parallel on the historic surface. Features were generally identified as planked roads if they had associated timbers running perpendicular to the direction of the plank surface, associated with structural support. Plank surfaces were often identified when these perpendicular boards were not found. Plank features were identified in 19 trenches (AM-50, 57, 58, 59, 66, 68, 84, 86, 87, 88, 89, 96, 105, 112, 121, 137, 172, 180, and 182) at depths between 4 and 10 feet deep. Portions of the planked road north of the mill from the 1916 and 1928 Sanborn Fire Insurance maps were identified in trenches AM-86, 87, 88, and 89. Remnants of the old Wharf Road were also discovered in trenches AM-68, AM-79, H-3, and H-6 all contained plank features that may be associated with the Wharf Road. Each of these four trenches contained portions of planked road features:

- AM-68 contained a 3 foot x14 foot planked area constructed with 2 inch x12 inch planks,
- AM-79 contained several 3-ft diameter log pilings beneath milled planks,
- H-3contained an 8-foot long section of north-south trending planked road constructed with 2foot x12 foot planks and 8 inch x8 inch split logs underlying the plank layer,
- H-6 identified several 4inch x10 inch planks aligned horizontally over a layer of 2inch x8inch planks directly on top of a fill layer comprised of sand and wood-waste products.

Pilings

Numerous pilings were found throughout AM-1. The pilings recorded during excavations had their ends oriented vertically, ranged from 10 to 16 inches in diameter, and were usually underlying the recent crushed rock fill layer. Generally the tops of pilings would be bare wood, but a few were recorded as having cement or sheet metal cover the piling tops. It was not possible to determine the function of each individual piling discovered during the archaeological investigations. The locations of the pilings overlap with the mapped locations of walkways, roads, wharves, and buildings. Pilings were found in a total of 38 trenches throughout the Alternative Site.

Railroads

Two sets of rail tracks were located within the Anderson & Middleton Alternative site. The first set is associated with the Blagen Mill from the1940's and includes a large log moving crane adjacent to the primary mill complex. The tracks consist of seven north-south running rails comprised of steel rails set in a 35 inch concrete footing. This feature was identified in trenches AM-67, AM-80, and H-1. In total 7 steel tracks were exposed as well as parallel and perpendicular concrete footings, and rebar.

The tracks are set approximately 6 foot 6 inches apart and in an eastern exposure of the feature next to the drainage ditch, footings were approximately 12 inches thick and concrete piers were located every 7 feet.

The second set of rail tracks was discovered in trenches AM-82 and AM-83. The rail tracks were perpendicular to the north-south running trench with the tracks oriented at a 70°/250° angle. There were two steel rails running parallel to each other with 5 foot spacing. Wood planks were noted underneath the railroad tracks and were parallel to the tracks. Railroad ties were noted every 22 inches below the plank surface. The tracks were originally built on a bed of grey sandy gravel down to 8 feet below the surface which was directly on top of a sawdust and wood debris layer. A total of five rails were located at a depth of 8.5 feet below the surface. Two sets of parallel tracks with an extra rail were located. The first set, located on the southern portion of the trench continued on the 70°/250° bearing, this set had an extra rail approximately 1 foot to the south of the set of tracks. The second set of tracks would have intersected the first set of tracks west of the trench location and running at a bearing of 60°/240°. The distance between rails was still 5 feet. No other portions of this rail line were located in any of the surrounding trenches.

Site Description: Historic Context

The area that encompasses the Anderson & Middleton Alternative Site consisted of unoccupied tide flats and was not developed until the early 1900s (Sanborn Fire Insurance map 1890: Sheet 1). In 1903, the construction firm of Mourant & Watson built a sawmill for the Grays Harbor Lumber Company (GHLC) on the eastern half of the Anderson & Middleton property (Fredericksen 1987; "How a Western City Grows: Hoquiam, Washington" 1903:214; Hunt and Kaylor 1917:28; Van Syckle 1980: 264; Sanborn Fire Insurance map 1907: Sheet 21). The company used "refuse fill" to reclaim the tide flats for industrial development, including the construction of the sawmill, planked drives, a lumber yard, and various storage sheds (Sanborn Fire Insurance map 1907: Sheet 21). The sawmill and wharf extended approximately 1,100 feet from the original shoreline to the southern edge of the tide flats, allowing access to the northern shipping channel of Grays Harbor (Blagen 1982:50). A "planked drive on piles," also known as the 8th Street Extension, extended directly south from the intersection of 8th Street and N Street. Most of the planked drives associated with the lumber company's sawmill operations were built on 4-foot posts above a refuse fill (Sanborn Fire Insurance map 1907: Sheets 16 and 21). The new mill promised "to become one of the city's leading industries",

employing 100 men and producing 125,000 board feet of timber a day ("How a Western City Grows: Hoquiam, Washington" 1903:214). This new enterprise was led by D.B. Hanson as president and manager, J.O. Davenport as vice-president, Geo. L. Davis as secretary and F.F. Williams as treasurer ("How a Western City Grows: Hoquiam, Washington" 1903:214).

The original builder of the GHLC was quickly "dissatisfied with their investment and operation of the mill" (Blagen 1982: 76). In 1905, N.J. Blagen bought the mill (Blagen 1982:76; Hunt and Kaylor 1917:125; Van Syckle 1980:211-212). Blagen was born in Denmark and trained in the carpenter trade. He immigrated to the United States in 1871. Within four years of entering the states, Blagen began contracting work on his own and undertook several large projects including the construction of large water pipelines for the cities of Boston and New Bedford, Massachusetts, as well as several flour mills in Oregon and a particularly challenging section of railroad grade for the Northern Pacific Railway in Washington (Hunt and Kaylor 1917:125; Van Syckle 1980:211). These jobs led him to seek a steady supply of lumber, and thus by 1905, Blagen found himself in the sawmilling business.

Blagen ran the GHLC as president and general manager with the help of William L. Adams as vice-president and Blagen's three sons; C.G. Blagen as secretary and assistant manager, Henry W. Blagen as sales manager, and Frank N. Blagen as mechanical engineer and draftsman (Hunt and Kaylor 1917:33; Van Syckle 1980:211-212). Gradually, the Blagens built up the GHLC into a profitable business but it was not without occasional struggles. N.J. Blagen lamented that "in the first day after buying the plant a frightful storm occurred that caused the water and waves to rise so high that nearly everything was under water or afloat" (Blagen 1982:77). Nevertheless, the Blagen's continued to forge ahead with the GHLC.

Starting shortly after their acquisition of the mill, the Blagens began a series of improvements aimed at acquiring and maintaining only "the best possible equipment" and cutting edge technology for their facilities (Hunt and Kaylor 1917:126). In July of 1913, the GHLC was preparing to install a "500-kw Curtis turbo-generator, with transformers, switchboard equipment, etc" ("The Machinery Markets: Pacific Coast" 1913:63). These generators were placed in a new boiler and engine house made of reinforced concrete and were complimented with fully contained conveyors and compartments, thus "preventing the dust nuisance of so many mills" ("Lumber Manufacturing a Science" 1913). Another improvement, also made in 1913, was the construction of a enormous storage shed which had a

capacity of 20,000,000 feet of lumber, cost $20,000 to build, and enabled the GHLC to dry lumber year round ("Lumber Manufacturing a Science" 1913). By 1916, the mill had completely converted from steam to electric power (Blagen, H. n.d.). In 1920, the GHLC had moved from horse-drawn lumber buggies to straddle carriers (Blagen, H. n.d.). These straddle carriers were then updated once again in the 1920s and the old narrow-gauge track was shipped down to The Blagen's new sister mill in California's Sierra Mountains (Blagen, F. n.d.).

In order to accommodate the progressive expansion of the mill, the GHLC property was expanded by filling more tidal flats. Between the sawmill and the shore, more refuse was deposited to aid development of the land. The log storage areas extended up to the shoreline, and to the west of a railroad spur used for log dumping, which extended from the primary rail line that followed the original shoreline between 6th and 7th Streets. This was a log-dumping tract. The area to the west of the GHLC's property—the western third of the Anderson & Middleton property—was still tide flats in 1916 (Sanborn Fire Insurance map Fire Insurance Map 1907: Sheets 16 and 21; Sanborn Fire Insurance map 1916; Sheets 1 and 18). Fill was continually added along the shoreline through the 1920s and 30s. By 1940, the Anderson & Middleton property was entirely useable land.

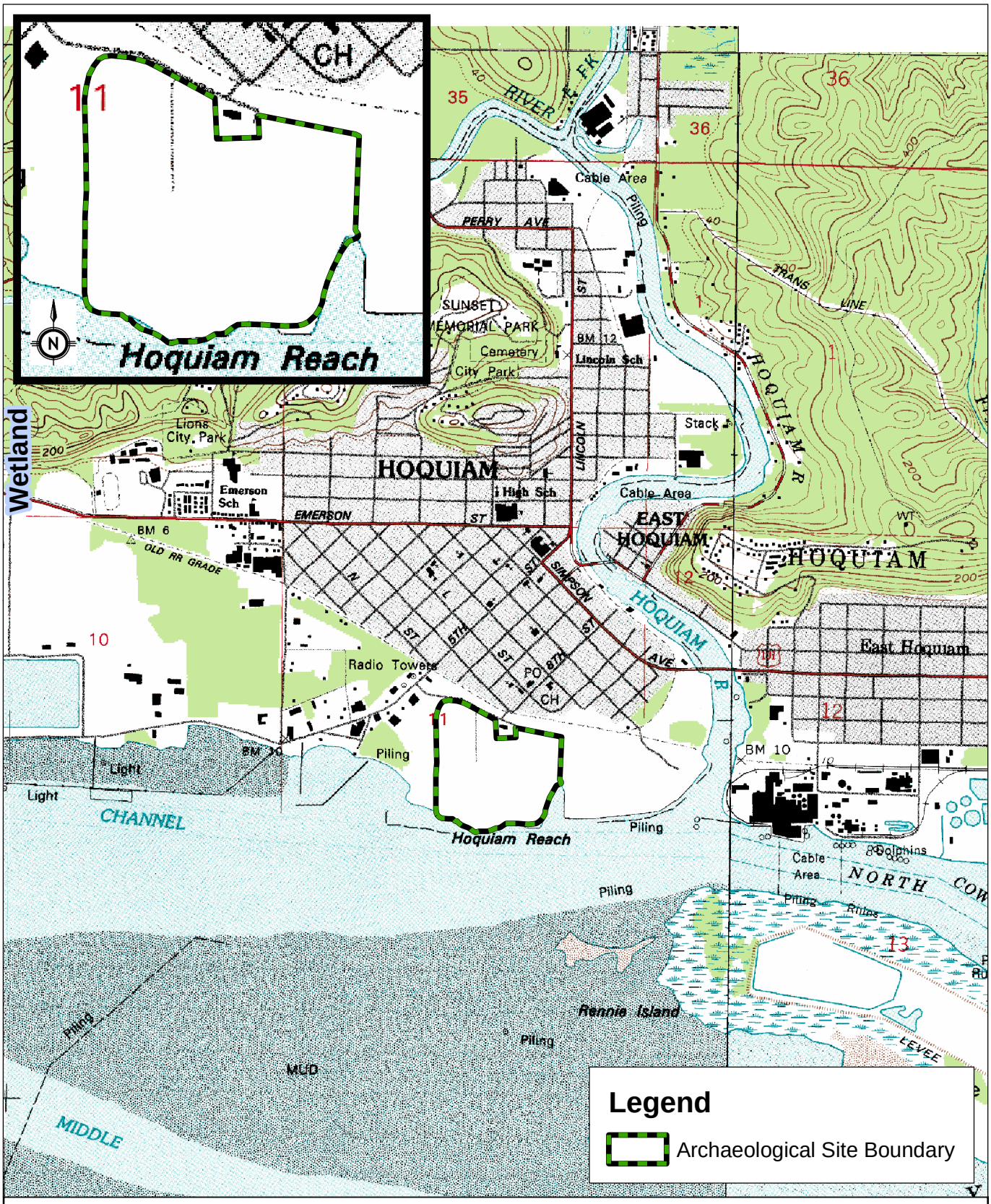
Under the Blagen leadership, the GHLC thrived. Early production of the mill turned out a little less than originally touted, ranging from 80,000 to 100,000 board feet per day and employing 65-100 men ("Hoquiam, Wash., Grays Harbor: Gateway to the World of Commerce." 1910:51; Hunt and Kaylor 1917:125; "In Southwestern Washington: Where Lumbering and Agriculture Go Hand-in-Hand" 1906:25; Lockley 1907:726; "Travels of a Paper Man" 1905:56). By 1912, the GHLC employed 150 men and in 1917, these numbers reached 400 men working for GHLC in the mills, and 150 in logging camps (Hunt and Kaylor 1917:125; State of Washington 1912:392). With the mill operating 24 hours a day from 1906-1917, GHLC's production by 1917 was "the largest output of lumber on the Pacific coast controlled by one firm" at a whopping 740,000 board feet per day (Hunt and Kaylor 1917:125-126).

The Blagens also had a unique relationship and approach to their employees. Hunt and Kaylor write that Blagen "[paid] a good living wage and [treated] his men with fairness, justice, and consideration" (1917:126). While no definitive accounts exist to back up Blagen's treatment of employees, statistical information indicates that the GHLC indeed paid their employees slightly more per worker than other

Grays Harbor sawmills (Lockley 1907:726). Undoubtedly, this novel treatment of employees led GHLC to have more worker loyalty and consequently increased productivity per employee as men were willing to "fight to work for [Blagen]" (Hunt and Kaylor 1917:126).

Transportation of their finished product was also a problem for the GHLC. With one million feet of lumber loaded onto ships from the GHLC's docks daily in 1917, it is easy to understand the overwhelming volume ship captains and railroads had to contend with (Hunt and Kaylor 1917:126). In 1917, the GHLC owned two of their own ships which were transporting lumber non-stop (Hunt and Kaylor 1917:126). In 1921, the GHLC had 75,000,000 feet of lumber in its yards and couldn't move it out for lack of ships and rail cars to transport it (State of Washington 1920:2750).

In 1950, the Brownsville Timber Company purchased the mill. Headed by C.G. Blagen and J.W. Fish, the company's office headquarters were located in Portland, Oregon ("Forest Industries News" 1950). The Anderson & Middleton Company acquired the property containing the sawmill and lumber storage operations in November 1962. The company shut down the sawmill in 1965 and finally dismantled it in 1966, fully converting the site to primarily process and sort logs ("Skeleton of a Harbor Giant." 1966). In the mid 1960s, hydraulic filling took place under what is now the asphalt pad in the center of the property. Over the hydraulic fill, crushed rock was placed throughout the site to raise the elevation and provide a good surface for paved and gravel roadways. The site has been largely dormant for the past 3 to 5 years (Landau 2009:3).



Source: Aberdeen 46123-H7 (1994) & 46123-H8 (1994) 7.5' Quadrangle Maps, courtesy of USGS

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Meters 0 500 1,000

Feet 0 2,500 5,000

1:24,000

Figure 1
Anderson & Middleton Alternative Site
AM-2 Site Location

Map prepared by: ICF Jones & Stokes, an ICF International Company

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December 9, 2009

Source: Sanborn Fire Insurance Company (1928);
Grays Harbor County NAIP (2006), courtesy of USDA

Meters 0 50 100

Feet 0 250 500

1:3,500

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Figure 2
Anderson & Middleton Alternative Site
AM-2 Site Map

Map prepared by: ICF Jones & Stokes

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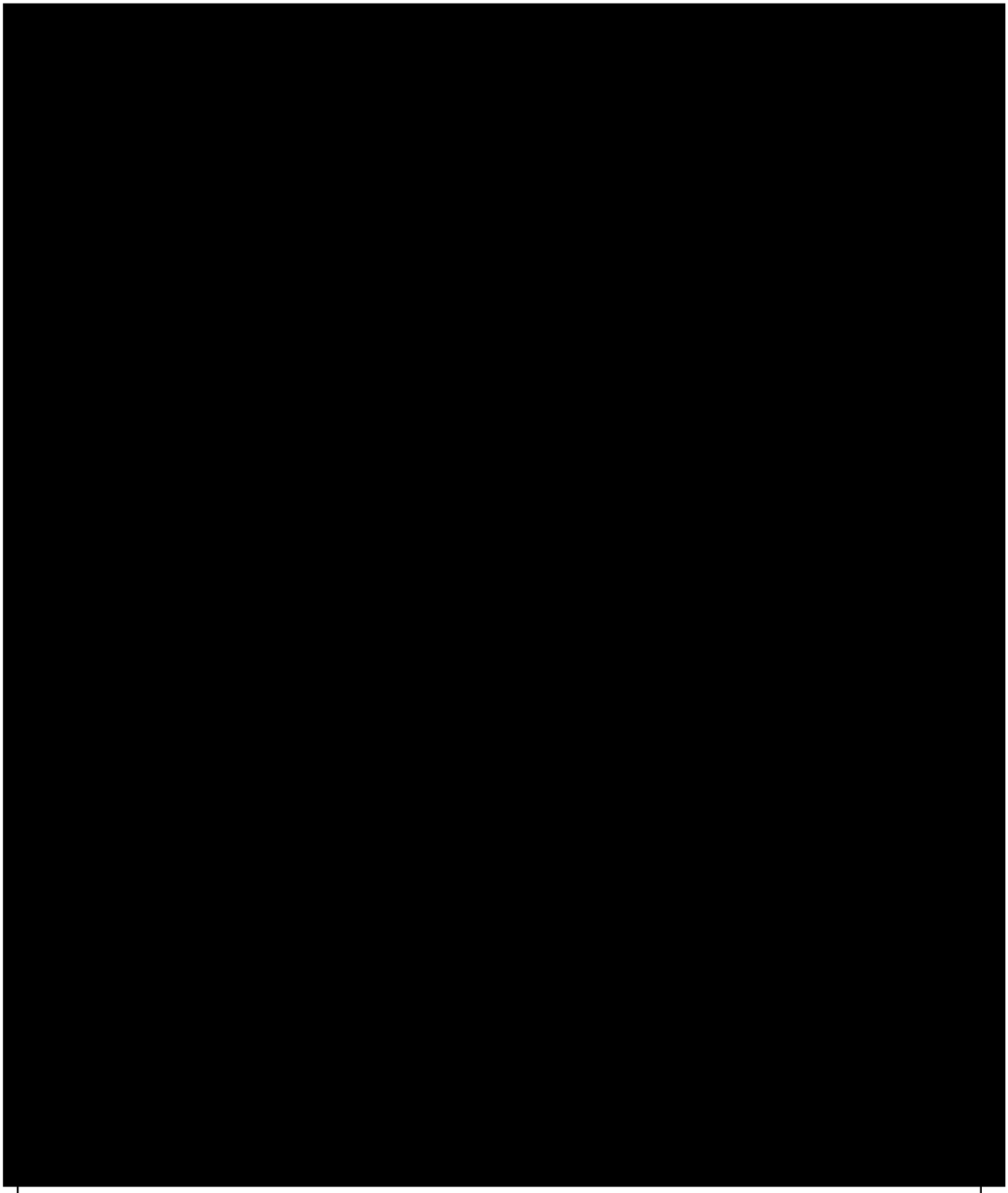
December 9, 2009



Source: Grays Harbor County NAIP (2006), courtesy of USDA

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Figure 3
Ande[redacted] & Middleton Alternative Site
AM-1 & AM-2 Site Locations

Meters 0 50 100

Feet 0 250 500

1:3,500

Map prepared by: ICF Jones & Stokes, an ICF International Company

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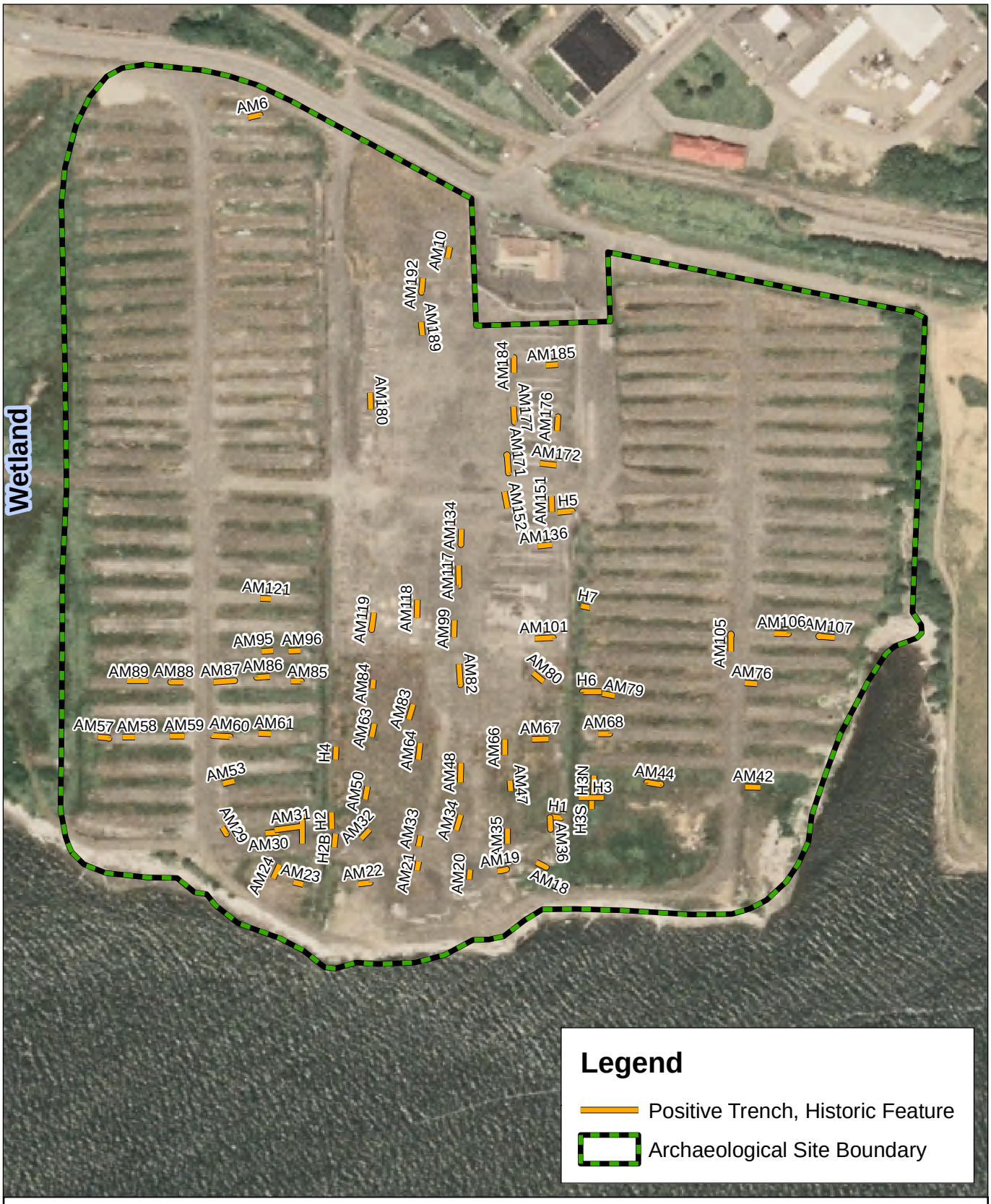
December 9, 2009



Source: Grays Harbor County NAIP (2006), courtesy of USDA

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Figure 4
Anderson & Middleton Alternative Site
AM-2 Site Map

Meters 0 50 100

Feet 0 250 500

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Map prepared by: ICF Jones & Stokes

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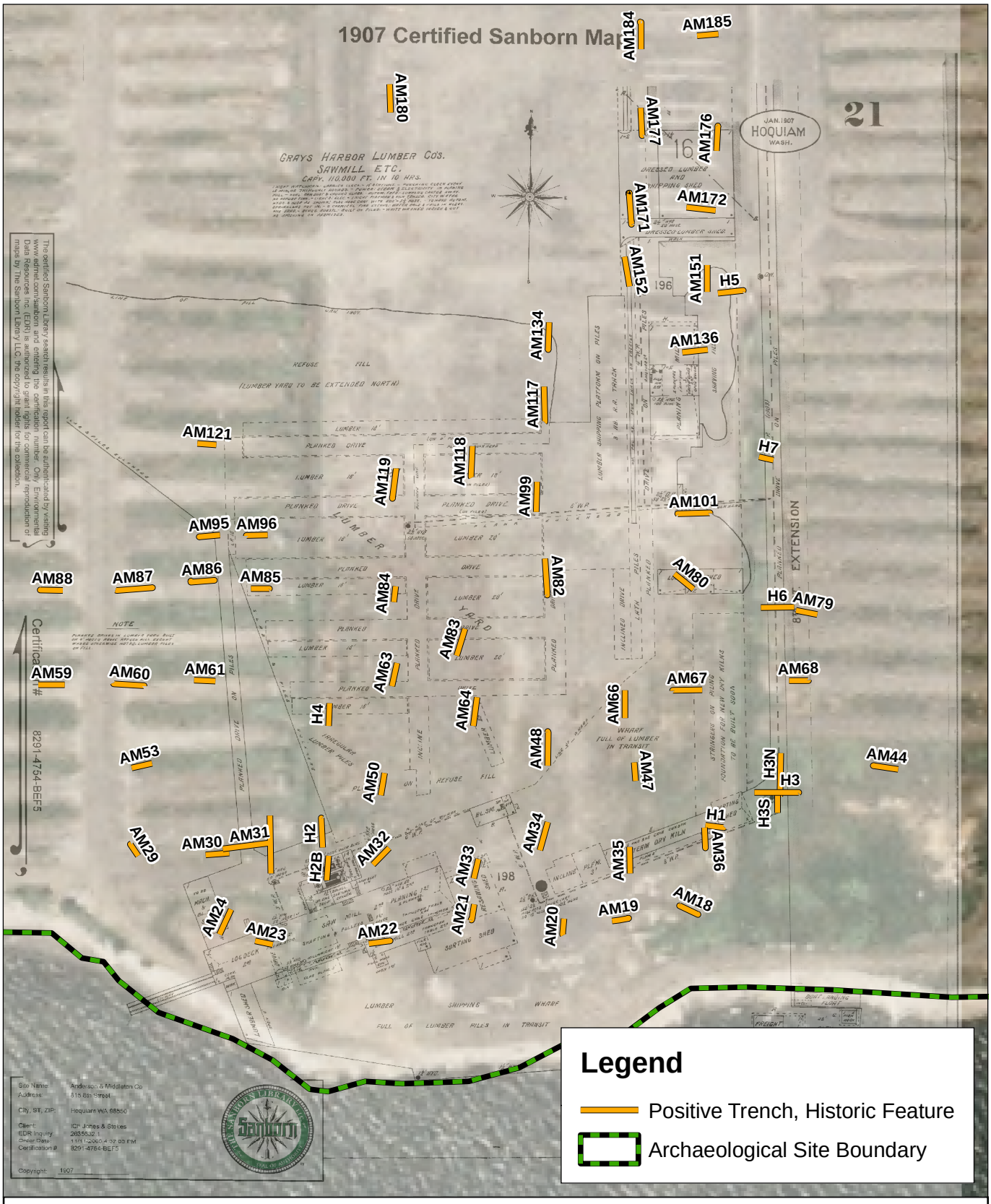
December 9, 2009



Source: Sanborn Fire Insurance Company (1907); Grays Harbor County NAIP (2006), courtesy of USDA

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Figure 5
Anderson & Middleton Alternative Site
Positive Trench Locations on
1907 Sanborn Fire Insurance Map Overlay

Map prepared by: ICF Jones & Stokes

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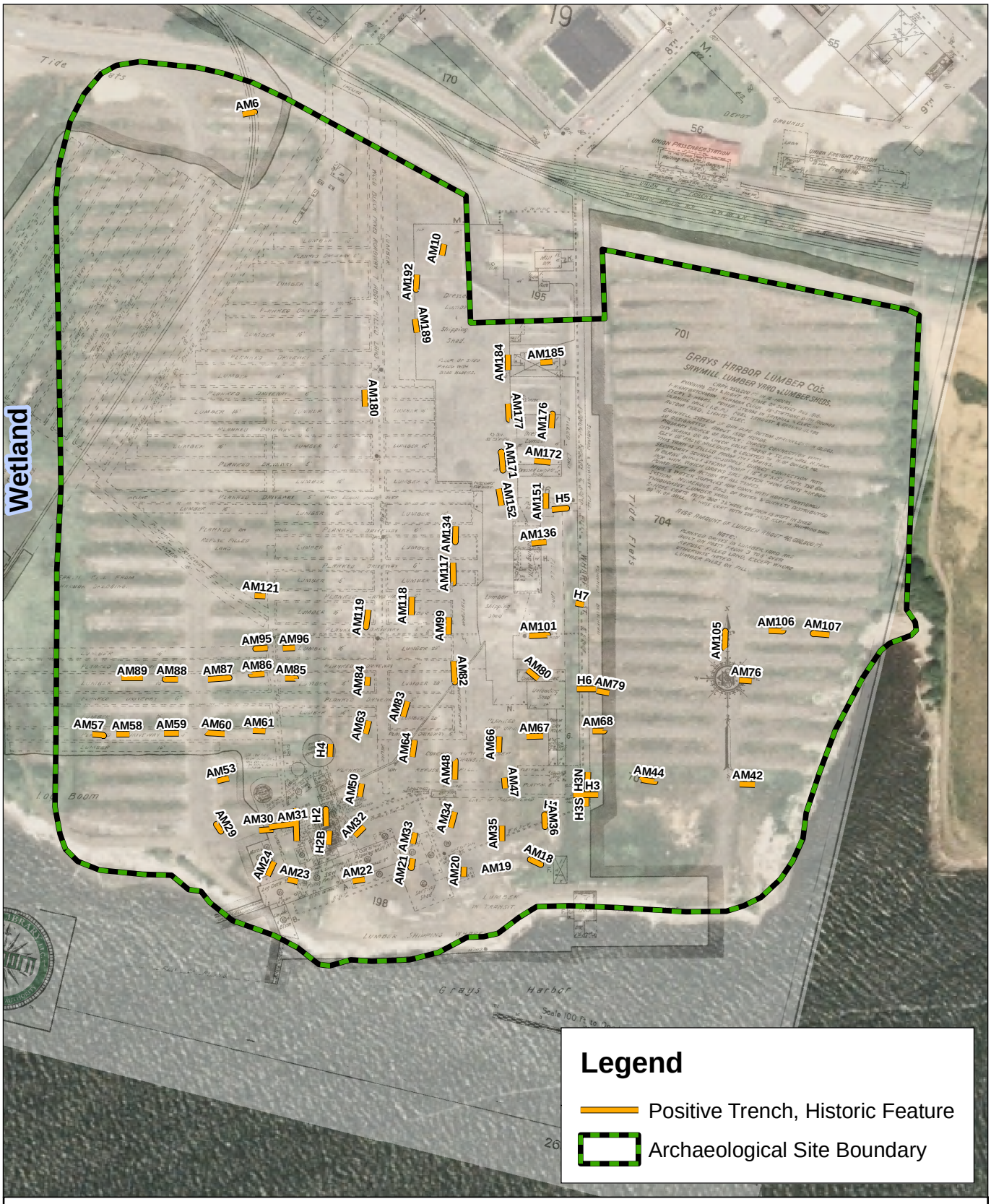
December 9, 2009



Source: Sanborn Fire Insurance Company (1916);
Grays Harbor County NAIP (2006), courtesy of USDA

Meters 0 50 100

Feet 0 250 500

1:3,500

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Figure 6
Anderson & Middleton Alternative Site
Positive Trench Locations on
1916 Sanborn Fire Insurance Map Overlay

Map prepared by: ICF Jones & Stokes

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December 9, 2009

Source: Sanborn Fire Insurance Company (1928);
Grays Harbor County NAIP (2006), courtesy of USDA

Meters 0 50 100
Feet 0 250 500
1:3,500

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Figure 7
Anderson & Middleton Alternative Site
Positive Trench Locations on
1928 Sanborn Fire Insurance Map Overlay

Map prepared by: ICF Jones & Stokes

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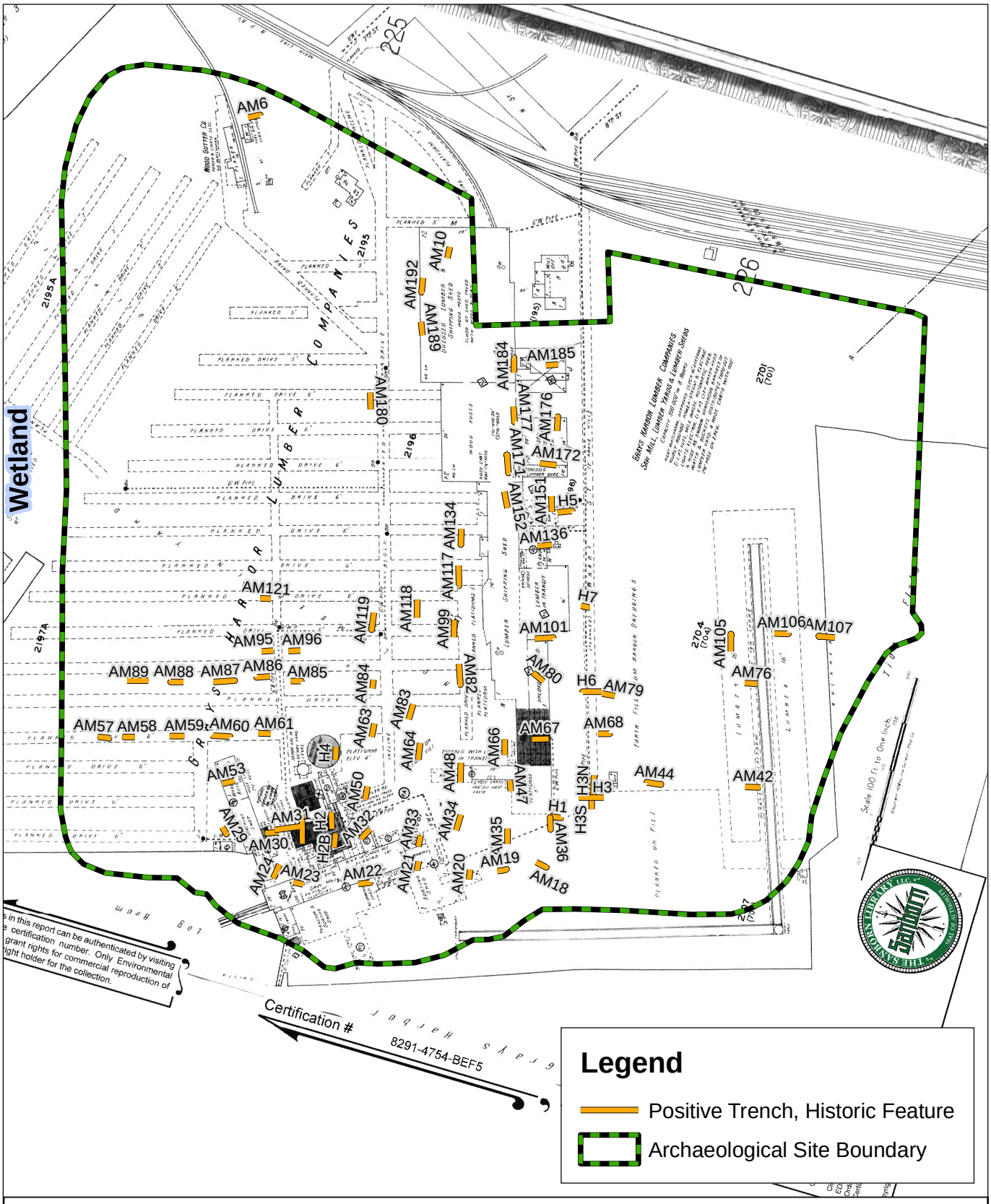
December 9, 2009



Source: Sanborn Fire Insurance Company (1928);

Meters 0 50 100

Feet 0 250 500

1:3,500

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Figure 8
Anderson & Middleton Alternative Site
Positive Trench Locations on
1928 Sanborn Fire Insurance Map

Map prepared by: ICF Jones & Stokes

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December 9, 2009

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ICF Jones & Stokes
an ICF International Company

Figure 9
Railroad tracks at Anderson & Middleton Alternative Site
Trench AM-82, View to North

XXXXX-XX

ICF Jones & Stokes
an ICF International Company

Figure 10
Plank Road Feature, Trench AM-84
View to South, archaeologist for scale

XXXXX-XX

ICF Jones & Stokes
an ICF International Company

Figure 11
Plank Road (potentially part of Wharf Road), View to North
Anderson & Middleton Alternative Site Trench H-6

XXXXX-XX

ICF Jones & Stokes
an ICF International Company

Figure 12
Plank Road Feature, View East
Anderson & Middleton Alternative Site Trench H-3

XXXXX-XX

ICF Jones & Stokes
an ICF International Company

Figure 13
Log Pilings Under Concrete Slab
View to East, Trench AM-31

Figure 14. Cement Pad, looking SE

Figure 15. Cement Pad, Support Pilings, and Open Trench, looking S-SE

XXXXX-XX

ICF Jones & Stokes
an ICF International Company

Figure 14 & 15
Overview of Cement Pad, Trench AM-31

XXXXX-XX

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Figure 16
Trench H-2 excavation Overview, View to North

XXXXX-XX

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Figure 17
Trench H-2B Excavation Overview, View to NW
Piling at corner of trench

XXXXX-XX

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Figure 18
Grays Harbor Lumber Companies Mill Dock, circa 1907
(Jones Photo Historical Collection)

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ICF Jones & Stokes
an ICF International Company

Figure 19
Aerial View of the Blagen Mill 1949
(Jones Photo Historic Collection)