

Edie Bitt
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AN HISTORIC RESOURCES INVENTORY:

THE OLD ARCATA ROAD-MYRTLE AVENUE CORRIDOR

Natural Resources Division
Humboldt County Department of Public Works
Eureka, California

Architectural Description and Organization: Eric Hedlund

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INTRODUCTION

This Inventory of Historic Places along Old Arcata Road has been prepared pursuant to requirements of the National Historic Preservation Act of 1966. This act requires that all Federally funded projects be reviewed for potential effect on historic resources.

The project is to widen and improve Myrtle Avenue-Old Arcata Road, which passes from Eureka to Arcata. The survey area is clearly delineated on the maps in the appendix of this report (Appendix: Maps of Identified Historic Resource Locations).

The project is to be completed in three sections. Section I which was along Myrtle Avenue between Harrison and Hall Avenues, Post Mile (P.M.) 0-00 - 1.41 has been completed under a Negative Declaration, SCH #76-060-791.

The areas of focus in this inventory are Sections II and III, P.M. 1.41 through 8.78.

The project is described in Appendix: Project Description of Old Arcata Road - Myrtle Avenue Improvements.

The zone of potential impact is termed "Old Arcata Road Corridor" in this report. The limits of this area are from Ryans Slough to Sunnybrae within the viewshed of Old Arcata Road Corridor and alongside major feeder roads to Old Arcata Road, including Upper Mitchell Heights Road, Spears Road, Felt Road, Ole Hanson Road, Redmond Road, Indianola Road, Graham Road, Bayside Road, and Jacoby Creek Road to the last location identified on Historic Resource Location Maps.

This report inventories more than 135 sites which may meet criteria for historic significance. Pre-1920 Indian Era and American Era locations are reviewed. The Old Arcata Road Corridor is unusually rich in visible and intact national historic, physical, cultural, and architectural resources. These historic places reveal successive historical occupations of the area and provide a link to the historic heritage of eastern United States and Europe.

SUMMARY

From the historic perspective, the entire area of Old Arcata Road is interesting. Individual locations have significance, but in addition, the region and the route itself are important in their own right.

- A. The route was determined by earth shaping events in geologic time; Old Arcata Road follows the edge of what were, in the Indian era (pre-1850), marshlands, sloughs, and tidal estuaries.
- B. Old Arcata Road was originally a trail connecting Indian settlements along the bay. The route is part of the record of Indian economic and cultural activity.

- C. The patterns of alteration of landform and landuse along the road during the American era (1850-1920) and Modern era (since 1920), reflect clearly the background of the settlers. The way the land became owned, used, and changed in the relatively short period of 130 years reflects American and Western European cultural responses to wilderness.
- D. The structures within the boundary of potential effect along the Arcata Road Corridor exemplify significant architecture genre and ethno-geographic or cultural heritage.

CONCLUSIONS

1. Road is a Valuable Historic Resource: For all of the above reasons, the conclusion of this inventory is that this road is a valuable historic resource.
2. Conservative Design will have Minimal Direct Negative Impact on Historic Value: There are no significant alterations in present road alignment in present road improvement plans. Sensitive adjustment of road width and fill volumes are necessary for minimal adverse impact on historic resources. The proposed alignment at Devoy Bridge (Location 2-06) requires moving the slough west of its original location by 16-feet. This is consistent with prior historic improvements in the road and therefore not a significant adverse effect.
3. Undergrounding Utilities could Enhance Scenic Historic Value. Undergrounding overhead utility lines and removal of line poles in conjunction with road improvements would enhance the scenic value of the road.
4. Improvement of Road Could Promote Insensitive Growth: Perhaps the major negative potential impact is that improvement in accessibility along Old Arcata Road may promote development of land in the corridor. Intensification of use will impact the existing archaeological sites and historic structures along Old Arcata Road. An increase in the number of intrusions will decrease the rural historic atmosphere that now exists. This could erode the value of Old Arcata Road as a very legible historic resource.

RECOMMENDATIONS

Increased population and economic development are likely to promote and perhaps accelerate historical tendency towards alteration of landform and land use along Old Arcata Road. These pressures for change can perhaps only be regarded philisophically, and viewed positively as progress and improvement. Still, assuming that the purpose of an historical inventory is more than empty procedural activity, the following recommendations are expressed in the hopes that they might enter into considerations of policy and decision by agencies and individuals:

- A. DESIGNATE THE OLD ARCATA ROAD ROUTE AS A SCENIC ROAD IN THE SCENIC HIGHWAYS ELEMENT OF THE COUNTY GENERAL PLAN.
- B. ENCOURAGE SETTING ASIDE PORTIONS OF ADJACENT LANDS IN THE VIEWSHED AS AGRICULTURAL PRESERVE LAND.
- C. ESTABLISH A DESIGN REVIEW COMMITTEE TO CONTROL DEVELOPMENTS WITHIN THE OLD ARCATA ROAD CORRIDOR.
- D. NOMINATE SOME HOUSES ALONG THE ROUTE TO THE NATIONAL REGISTER
- E. INFORM PROPERTY OWNERS OF THE TAX BREAKS AND LOW INTEREST LOANS AVAILABLE TO OWNERS OF DESIGNATED HISTORIC STRUCTURES

The remainder of this report contains detailed information on the archaeological and historical resources within the designated boundary of effect along Old Arcata Road. This information provides the evidence to support the recommendations of this report.

I. GEOLOGIC TIME

Humboldt Bay is an estuary located approximately 200 miles north of San Francisco and 90 miles south of the California-Oregon border. It is one of California's largest estuaries and is the only harbor of commercial importance for major shipping between San Francisco and Coos Bay, Oregon. The bay's 288 square mile drainage basin lies in the foothills of the Coast Range. Except for the coastal plain near the bay, much of the area is covered by dense forests of redwood and Douglas fir. The climate is true rainy maritime temperate with an average annual temperature of 50 degrees Fahrenheit and rainfall of about 38 inches. Historically, the bay was about 27,000 acres in size, but land reclamation of salt marshes and intertidal flats has reduced it to its present size of 16,000 acres (Monroe, 1973)

40,000 years ago, during the last ice age, the sea level was 200 feet below its present level. It attained its present level about 5500 years ago.

II. INDIAN ERA

Present knowlege indicates continuous human habitation of the Humboldt Bay region for at least the past 2000 years. Only the most recent native culture of that time span has been studied and even this record is limited. Carbon dating of some fire rings in campsites indicates the possibility that Athabascans may have been here as long ago as 40,000 years.

Prior to the arrival of settlers in 1850, the Humboldt Bay region, including the lower Mad and Eel Rivers as well as the shores and tidewater reaches of the bay, was the exclusive domain of the Wiyot people. Linguistic similarities indicate they belonged to the great Algonquian family of tribes of central and eastern North America. There were only two tribes west of the Rocky Mountains belonging to this linguistic group--the other being the neighboring Yurok. The word "Wiyot" means plentiful and is the native name for the Eel River delta. Wiyot was first used to denote the people of the area by George Gibbs after his travels through the region as a member of the Redick McKee expedition in 1851 (Loud, 1918).

The Wiyot were closely associated with and dependent upon the resources of the marine and freshwater environment, and according to Kroeber (1925), every settlement lay on a stream or bay, the majority on tidewater. They were a hunting and gathering culture, harvesting the abundance of the area's natural resources--fish, shellfish, and marine mammals from the waters; elk and deer, roots, seeds, nuts and berries from the prairies; waterfowl from the bay's shores; and wood for warmth, shelter and canoes.

The Old Arcata Road (Myrtle Avenue Corridor) follows the historic land route between Indian settlements on the bay. It was a trail which skirted the marshy lowlands on the eastern shore. It served as the commercial route between villages where trade and production activities occurred.

The Old Arcata Road is known to encroach on village sites at five points and closely approach twelve other sites. Of these seventeen sites, five are known to have been occupied after 1850 and at least four of these were occupied by ancestors of present Indian residents of Humboldt County. The sloughs of Jacoby, Ryan and Freshwater creeks are of particular significance because they were areas of a dense and active native habitation (NICPA, 1974). (See Appendix: Archaeological Reports)

Population estimates for the Wiyot, prior to decimation by white settlement, seem consistent. Gibbs (1853) estimated 500 inhabitants on Humboldt Bay and the Eel River; Buchanan (1853) set the population for all the Wiyot territory at 800; Loud (1919) placed 400 people on the Eel with a total Wiyot population of 1000; and Kroeber (1925) also determined a total population of 1000.

The Wiyot people offered little resistance to the encroachments of the settlers, but they suffered grievously. The bountiful lands they had occupied for centuries were quickly taken. Displaced from their villages and deprived of their food sources, the Wiyot people starved. European diseases took their toll. Following the Indian Island massacre of 1860, the remaining Wiyot were removed to the Klamath reservation.* In time, those who survived were allowed to return to the Humboldt Bay area, but their numbers had been greatly reduced (Loud, 1918). The 1910 census listed 150 people of Wiyot descent, and of these, half were classed as mixed blood (Kroeber, 1925).

*(On the night of February 26, 1860, a group of five settlers slipped into a Wiyot camp on Indian Island and hacked to death with axes and knives, sleeping women and children. This massacre was coordinated with other attacks along the Eel River and against villages on the South Spit, resulting in the death of an estimated 150 Indian people.)

III. AMERICAN ERA (1850-1920)

Discovery of Humboldt Bay: The first recorded entrance into the bay was made by Captain Jonathan Winship, of the ship O'Cain, working for the Russian-American Fur Company in 1806. White and Aleutian crew members hunted and trapped the bay for otter pelts; the carnage was so extreme that Indians still recalled it when whitemen next arrived in 1849, overland in the Dr. Josiah Gregg-L.K. Wood party.

When survivors of the Gregg-Wood party circulated their story in the San Francisco area, existence of a harbor near the goldfields was received with great excitement.

Settlement-Gold and Lumber: The first impetus for settlement of the Humboldt Bay region was establishment of supply routes to gold-miners on the Klamath and Trinity Rivers.

Rapid settlement of the region began during the spring of 1850. Union (re-named "Arcata" in 1860) was established as a "mercantile town" on an open plateau at the northeast end of the bay. By 1855 a wharf and railroad were completed into the bay to handle ships bringing supplies for the new settlement and the miners it was founded to serve. Pack trains, laden with goods, were a daily sight around Union's plaza as they prepared for the trip over the mountain trails to the gold mines.

Eureka, located eight miles across the water on the bay's eastern shore, was established originally to supply miners, but came to fulfill another economic need. Hailed by the local newspaper as the "greatest lumber manufacturing town on the Pacific," Eureka became a busy logging center with seven steam-run saw mills on its waterfront by 1856 (Humboldt Time, June 28, 1856).

Connecting the growing settlement of Eureka and Arcata was the old Indian trail which circled the north eastern shore of the bay. The first written reference to the trail is found in an annotated version of the L. K. Wood narrative of the 1849 Gregg-Wood expedition. After camping on the Arcata Prairie, the party followed the trail and "moved down to the point of high prairie near the mouth of Freshwater Slough at the east side of the bay and there camped" (Lewis 1966).

In the time the trail became a wagon road with primitive homesteads scattered along its length. During the late 1870's and into the 1880's when logging operations were established at Freshwater and Jacoby Creeks, these isolated settlers were engulfed by communities of loggers. Houses, mills, stores, and schools were built to accommodate the rapidly-growing settlements. Fresh vegetables, butter, eggs and meat were needed at the cookhouse shanties. Thus, truck farms, dairies and ranches grew up on the cleared off lands. The salt marshes were tempting for development as open fields for these purposes, and so were diked off and drained and re-seeded with grasses for dairy cows.

As the timber was exhausted in the first quarter of the 20th century, activity waned, mills were dismantled and the old communities of loggers became communities of farmers. The old road has changed considerably since its days as a footpath, but the corridor remains essentially intact with many houses dating back to those early logging years.

Timber Settlement: If gold mining and its attendant commercial needs prompted the settlement of Humboldt Bay, timber produced the greatest, sustained waves of immigration into the region. With the exhaustion of forest resources in the East, California's northcoast offered what appeared to be unlimited opportunities for the woodsman and the lumberman. The overall pattern of growth during the American Era was dominated by the activities of a few timber harvesting companies.

The logging communities that grew up along Old Arcata Road at Jacoby Creek, Washington Claim, Ole Hanson Rd., Freshwater and Ryan's Slough, were settled by New Englanders and "Bluenoses" from New Brunswick. (According to the 1860 census place-of-birth information roughly 49% (56) of the men involved in the timber industry (lumbermen, woodsmen, laborers, mill workers, camp cooks, teamsters) were foreign born, and of these, 82% (46) were from New Brunswick. Forty-one percent (47) came from the north-eastern United States and of this percentage, 66% (31) were from Maine. These are rough figures based on both recognizable timber occupations and intuitive judgment, i.e., when it was obvious the census taker was in a logging camp, all occupations were considered to be timber related.)

A cursory examination of the two subsequent censuses, 1870 and 1880, indicate a continued influx of men from the eastern seaboard. Humboldt Bay logging camps were full of eastern Canadians whose parents had immigrated to New Brunswick, Nova Scotia, and Prince Edward Island from the British Isles.

The men came first, seeking the difficult and always dangerous jobs of a logging operation. Groups of men, living in crude logging camps with little or no comforts, found relief through nightly card games and an occasional weekend in town. Cheap land, readily available for little homesteads, offered an avenue of escape from the men-only logging camps. Women were sent for or, in some cases, the men made a long trip "down East" to escort their brides to California. With the women came the amenities of society--homes, children, schools, churches, temperance organizations and that permanent feeling of a community.

Ryan Slough: The first commercial logging on Humboldt Bay took place in the Freshwater-Ryan's Slough area during the winter of 1850 when William Carson and his eastern Canadian friends cut spruce logs for Eureka's first sawmill (Melendy, 1959). Later logging on Ryan's Slough supplied the Eureka mill of Ryan and Duff with saw logs and the company's shingle mill near the foot of Ryan's Slough hill (Roberts, 1960). These operations were further expanded when McKay and Company, owners of the big Occidental Mill in Eureka, took over and built the five-mile railroad up the slough in the early 1880's (Borden, 1962).

Freshwater: In 1880, D.R. Jones and Company moved its railroad from Salmon Creek to Freshwater Creek and changed the name to Humboldt Logging Railway. The railhead was seven miles up the creek into the timber by 1882. The line used two locomotives to bring the logs down to tidewater for rafting across the bay to the Jones Company mill on Indian Island. In 1890, Jones and Co. consolidated its interests with the Joseph Russ mill and the new company was known as the Excelsior Redwood Company. Freshwater became the scene of extensive logging, reaching a peak with 15 miles of railroad into the timber by 1893, the year the camp closed down (Borden, 1962).

Things were quiet in the valley until the early 1900's when logging was renewed by the Pacific Lumber Company. The old railroad was cleared for use and a new mill site with all the necessary facilities were constructed in the lower valley near Freshwater Corners (Humboldt Times, Sept. 27, 1903, and Feb. 13, 1949). The round house and train sheds were on the creek side of the Freshwater Road. The workers lived in a community known as Eddyville directly across the road (on the present site of the Freshwater Stables). For the next 35-40 years until the old growth redwood was depleted, the Freshwater tract served as the principal timber supply for the Pacific Lumber Company's Scotia mill (Fountain, Vol. 47).

Bayside: The Jacoby Creek timber operations were initiated in 1875 when Dolbeer and Carson built an iron-rail track up Washington Creek (Humboldt Times, May 1, 1875). This was a gravity railroad with sufficient grade to allow loaded cars to reach tidewater by their own momentum. Horses were used to return the cars to the upper end after the logs were dumped into the slough formed by the drainages at Brainard's Point. The big logs were rafted across the bay to the Dolbeer and Carson mill in Eureka (Borden, 1962), while bolts for shingles remained at the shingle mill at Bayside Cutoff (Once Upon a Time, 1969).

With the advent of Dolbeer and Carson logging at Jacoby Creek, the little collection of settlers there began to grow into a thriving community. By the end of its first year's operation, the company employed 40 men on the Washington Claim (Fountain, Vol. 23), and the people of Jacoby Creek had decided on Bayside as the name for their "prosperous hamlet" (Western Watchman, October 18, 1876).

D. J. Flanigan, Timothy Brosnan, John Harpst, and James Gannon formed a lumber partnership in 1876 under the firm the name of Flanigan, Brosnan and Co. (Humboldt Times, April 22, 1876). In 1882 the firm built a logging railroad a mile and a half up Jacoby Creek Road (Humboldt Times, December 24, 1881). Eventually tracks extended seven miles up the creek. The logs were brought by rail to Gannon's Slough for transport across the bay to the Eureka mill. The railroad was also used to bring rock from a quarry six miles up the creek for use in the construction of the jetties at the bay's entrance during the 1890's.

In the 1860's, Jacoby Creek bottom land was covered with dense underbrush, but supported giant spruce trees along with alder, ash, willow, maple and pepperwood. It was the home of elk, deer, bear, and the streams were filled with "speckled beauties" and salmon by the thousands -- an undisturbed wilderness (Arcata Union, November 5, 1887).

By 1887, cozy houses, surrounded by well-tilled fields, dotted the landscape. Nearly all the men worked in the redwoods during the summer months and used their winter lay-off season to clear their own land. An 80-pupil school at Jacoby Creek reflected the degree of settlement and stability reached by the little logging community in a dozen or so years.

Twenty-three years after sparking Bayside's development, Dolbeer and Carson closed the Jacoby Creek operation. The Blue Lake Advocate, April 9, 1898, made the announcement:

The removal of the shingle mill, which was operated here (Bayside) so many years has helped to induce the quiet which now reigns. Work has entirely ceased in the old Washington Claim...

Flanigan, Brosnan and Co. continued into the 1900's under the name of Bayside Mill and Lumber Company, but by 1913, the redwood timber was exhausted and the Bayside camp was closed (Fountain, Vol. 23).

The Early Road: During the first ten years of settlement, travel between Eureka and Union was generally by boat with ferry service provided at \$2.00 per trip on the ferryboat Glide (Humboldt Times, June 28, 1856). Those who did travel the old Indian trail on foot or horseback spent the better part of the day making the difficult 15-mile trip, although packers from Eureka used the trail to connect with the Elk River Trail and the Trinity mines by approaches up Ryan's Slough and Freshwater Creek (Coy, 1929). Despite its poor quality, the trail was declared a public

highway by order of the Humboldt County Board of Supervisors during its May session in 1855 (Humboldt Times, May 26, 1855).

Highway status did not seem to mean much, however, because the Humboldt Times (June 2, 1855) called the Board's attention to the fact that the County road between Union and Eureka had been fenced and that "parties living near the first slough this side of Eureka have carried off a large portion of the planks from the bridge, rendering the road impassable."

During these early days of settlement, County Supervisors gave top priority to the business of road construction. Under a California law passed in 1855, boards were allowed to levy a tax on men 21-50 years of age not to exceed \$4.00 per year and property tax not to exceed 5¢ per \$100 of assessed value for road purposes. The counties were divided into road districts with an overseer for each district to collect the road tax and contract for improvements on the roads in his district (Humboldt Times, July 21, 1855).

Despite the County's authority, the route between Union and Eureka remained undeveloped due to local sentiment as expressed by an editorial in the Humboldt Times, April 2, 1859:

Since the settlement of the County, there never has been wagon communication between this place (Eureka) and Union, and it is not probable there ever will be so as to compete successfully with the water communication, the distance by land being almost double that across and the nature of the country renders it expensive and difficult to make a road.

But sentiments change and during the May session of the 1861 Board of Supervisors, the Union and Eureka road overseers were requested by the Board to expend at least two-thirds of their road taxes on the County road from Eureka to Arcata (Humboldt Times, May 11, 1861). Six weeks later the Times reported the road at the upper end of the bay suitable for carriage traffic as far south as Brainard's Point (Humboldt Times, June 23, 1861), but it was another year before the Eureka end of the road was completed. The Humboldt Times (August 9, 1862) was "truly glad" to announce the completion of the road to Arcata: "The first trip over the road on wheels was made by C. W. Long and J. Tracy....They report that the drive can be made with ease in two hours and a quarter."

Completed though it was, the road left much to be desired. There were many complaints about the bad condition of the route for teams and carriages and requests that something be done before the winter rains (Humboldt Times, Sept. 2, 1865 and October 17, 1868). During the summer of 1866 a stage run was initiated between Arcata and Eureka with the Russ House as the stop in Eureka (Humboldt Times, June 23, 1866). This must have been a summer stage because the lowlying nature of much of the route and the heavy winter rains made the road only a "tolerable summer road" at best (Humboldt Times, May 15, 1869).

Each spring brought renewed complaints and demands for improvement in the road and its bridges sometimes described as being "impassable"; "not safe for use"; "in shocking condition" and "like corduroy" (Humboldt Times, October 17, 1868; April 8, 1871; February 3, 1872;

and June 10, 1876). During the winter of 1876 the condition of the road deteriorated to the extent that everyone had to ride the ferry Gussie McAlpine to get from one town to the other (Humboldt Times, February 12, 1876).

The Road in Later Years: In 1910 the Eureka and Freshwater Investment Company rebuilt the road between Bayside and Ryan's Slough. It was hoped the Board of Supervisors would take over after completion. Several new bridges were constructed along the route. The roadway was described as having an excellent grade and a graveled surface (Humboldt Times, Feb. 26, 1910). During the dry summer months before the road was paved in the 1920's a horse-drawn water wagon, filled at watering troughs along the roadway, was used to sprinkle down the dust each day.

In 1918, construction began on the Eureka-Arcata stretch of the Redwood Highway (present Highway 101) with grading and filling operations requiring several years to complete. By 1921 the road was graveled but it was another four years before it was paved and officially opened to travel (Arcata Union, September 16, 1925; Humboldt Times, March 31, 1925).

After the completion of the Redwood Highway, the Indianola Road was opened up to the highway to provide additional access to the new state route. Minor realignments in the Old Arcata Road were made by the County in 1946 along with improvements in drainage and the extension of rights of way, but the only significant alteration was the construction of the Indianola Cutoff in 1971 and the widening of Old Arcata Rd. at its junction with Indianola Cutoff.

No longer needed as a through route around Humboldt Bay, the Old Arcata Road came to serve only as a connector for its communities and the urban centers of Eureka and Arcata. A decline in logging activity at Jacoby Creek and Freshwater brought a quieter life to the road's communities and today there is little evidence of those former days--mills, railroads, train sheds, cookhouses and company housing have disappeared almost without a trace.

What does remain, however, may be of greater significance than the vanished paraphernalia of industry. Still part of the Old Arcata Road landscape are the houses and barns built by early logging families who began settling the area over a century ago. These houses, gentle reminders of another time and history, stand as visual reflections of the folk-culture that built them.

ORGANIZATION

This section is organized on a location basis, to match maps enclosed in the report (Appendix: Maps of Identified Historic Resource Locations). The first number in the upper left corresponds to a map number; the number after the hyphen is a location number on the map. Map numbers and location numbers increase as one proceeds from Eureka to Arcata. Thus a number "2-01" means "map 2, location 01" and is just beyond Ryan Slough near Eureka; number "9-01", is on map 9, at location 01, which happens to be in Bayside. An asterisk (*) after location number indicates structure or function no longer exists.

The names used are compounded in the following order:

1. Builder - First owner
2. Notable residents
3. Functional name

First names are used only where there is possible confusion with other persons of the same surname. The dates at right are first known use or structure. "c.1920" would mean circa 1920 or around that date, within a year or so either way. "Before 1920" means that the structure or use was clearly established by 1920, but that actual construction date has not been confirmed.

The "Builder" section gives basis for conclusions as to first construction or use date, and names first owner or builder; unless it is known and stated, it is assumed that first owner was also builder, but where craftsmen are known they are mentioned here.

The "Architecture" Section provides an external description of the building, according to the Historic Resources Inventory Architectural Supplement guidelines.

"Further Information" includes anecdotal and genealogical information about residents or structures. It is for those interested in the social fabric of civilization and clues to cultural characteristics.

"A.P." is Assessor's Parcel number according to Humboldt County Assessor's Office record books. This number could provide a clue for future researchers in the sense that it is the generally accepted "name" for the parcel for most recording purposes. Unfortunately, these parcel numbers were not assigned until the 1940's and no cross-reference index was established with older assessor's parcel descriptions.

Early assessment records are a most valuable source of information on history of region. These lists are often written in longhand script and bound in heavy tomes which are stored at Humboldt State Library; age is taking its toll. These assessment rolls should be recorded on microfilm so that they might be accessible to future generations. (Any reader who has ideas for funding such an activity is hereby solicited to contact Erich Schimps, Documents Librarian, Humboldt State University.)

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A List of Locations:

<u>Site</u> <u>Number</u>	<u>Name</u>	<u>Construction</u> <u>Date</u>	<u>Assessor's</u> <u>Parcel Number</u>
2-01	Skiffington Mitchell House	c1904	17-161-11
2-02	Mitchell Watertower	c1904	17-161-11
2-03	Mitchell Carriage House and Outbuildings	c1904	17-161-11
2-04	Charles Hill House	c1880	17-152-12
2-05	Close-Dale-Milnes-Dias House	c1894	17-152-12
2-06	DeVoy Bridge and Ranch	before 1920	402-291-01
2-07	Spears Road Area		403-011
3-01*	Sass-Daird's Shingle Mill- Eureka Tannery-McCabe and Duprey Tannery	c1880	403-061-03
3-02*	Johnny Wood's Roadhouse	c1907	403-061-04
3-03	Felt Ranch-The Maples	before 1900	403-071-09
3-04	Long-Graham Dairy Barn	before 1870	402-241-09
5-01	Old Saloon House	since 1915	402-241-10
5-01*	Old Saloon, former location	before 1907	402-241-06
5-02*	Long-Graham Hotel and Saloon	about 1880	402-241-05
5-03*	Long-Graham Dance Hall	about 1880	402-241-06
5-04*	Pacific Lumber Company Railroad Grade	about 1880	402-241-08
5-05	Long-Graham House	1871	402-242-01
5-06	Graham-Anderson House	c1902	402-231-07
5-07	George Graham House	c1903	402-231-06
5-08	Saltbox house	unknown	402-231-06
5-09*	Hugh Wilson Blacksmith Shop	about 1860	402-201-13
5-10	Stephen Wilson House	before 1904	402-201-19

5-11	second Clifton Wilson House	after 1926	402-331-03
5-12	Clifton Wilson Watertower	before 1895	402-181-02
5-13	Kirkham-Chandler-Spaght House	c1900	402-101-23
5-14	Joseph Spinney House	c1888	402-101-24
6-01*	Old Eureka City Quarry		.
6-02	Gideon Spinney House	before 1887?	402-101-15
6-03	John Pinkerton House	before 1903	402-101-02
6-04	Gross House	built c1899 moved 1966	402-101-07
6-05	Weber House	c1910	402-101-11
6-06	Reinertson House	before 1905	402-081-30
6-07	Gross Barn and Orchard	c1899	402-081-01
6-08	Guston Slaughter House	c1915	402-081-01
6-09	Lindstrom-McKellar House	1893	402-111-05
6-10	Moorhead-Lindstrom Cottage	c1904	402-091-04
6-11	Remington House	c1907	402-121-03
6-12	Briski-Kamm-Remington Barn	c1898	402-121-03
6-13	Schnider House	c1909	402-091-19
6-14	Shingle, Front Gable Cottage	c1910-1920	
6-15	Fay Slough and Walker's Point		
6-16	Second George Walker House	after 1910	
6-17	Old Indianola Church-House	c1910-1920	402-071-27
6-18	Henry Wilson House	c1904	402-071-29
6-19	Lendahl House	c1900?	402-071-38
6-20	Nichols House	c1900-1910	402-071-36
6-21	Nichols Barn and Orchard	c1900-1910	402-071-36
6-22	Charles Andrain House	c1899	402-043-02
6-23	Hellberg Appleshed	1944	402-043-02
6-24	Andrain-Hellberg Watertower	c1899	402-043-02
6-25	Blackburn-Mosely House	c1902	402-071-13
6-26	Joe Miami House	c1905?	402-031-02
6-27	Wm. Verheim House-Indianola Store	c1905/c1910	402-032-11
6-28*	Indianola Post Office Site		402-032-10
6-29	Verheim House	c1905	402-032-32

6-30*	W.B. Marble Blacksmith Shop and Dance Hall	c1895	402-061-15
6-31	Bergon - Costa House	c1900	402-061-24
6-32	Nelson - Hekkinen House	c1900	402-061-23
6-33	Hutchings - Bowers House	c1896-1900	402-031-18
6-34	Mangel - John Johnson House	c1902	402-032-33
6-35	Peterson - Hendrickson House	c1895 original c1901 addition	402-061-08
7-01	Viale House	c1915	402-061-19
7-02	Viale House	c1915	402-061-03
7-03	Al & Mary Johnson House	c1885 original c1902 addition	402-061-02
7-04	McAlister House	c1919	501-261-12
7-05	McAlister Milk House	c1919	501-261-12
7-06	George Pinkerton - McAlister Barn	c1883	501-261-12
7-07	Williamson Milking Parlor	c1945	501-261-13
7-08	George Pinkerton - Montgomery - Williamson Barn	c1883	501-261-13
7-09	George Pinkerton - Montgomery - Williamson House	c1884	501-261-13
7-10	Rocky Gulch		
7-11*	Dolbeer and Carson - Rocky Gulch Railroad		
7-12*	Brainards Point		
7-13*	Dolbeer and Carson Logpond Site		
8-01	William Stephens House	c1895	501-092-09
8-02	William Stephens Barn and Outbuildings	c1885	501-092-09
8-03	George Stephens Cabin	c1905?	501-092-09
8-04	Curly Redwood Fence		501-092-09
8-05	Francis Henry House	c1883	501-092-14

8-06	James Henry House	c1886	501-092-06
8-07	Berry House	c1884	501-092-46
8-08*	Dolbeer and Carson Shingle Mill Site		501-092-11
8-09	Barn		501-092-11
8-10*	Dolbeer and Carson Railroad Grade		
8-11*	Dolbeer and Carson Cookhouse Site		501-061-16
8-12*	Boardwalk Route		501-082-17
8-13	Bayside N.W.P.R.R. Station Site		501-061-02
8-14	Noble House	c1894	501-082-03
8-15	Christian and John Brown	first house 1876 second house 1900	501-082-04
8-16	Clendenin House	c1894	501-061-08
8-17	Dolbeer - Carson School/Matheson House	c1876	501-081-04
8-18	George Rice - George Henry House	c1904	501-082-13
8-19	Barn		501-081-14
8-20	Sam Getchell House	c1884	501-081-05
8-21	Sam McFarland House	c1883	501-081-06
8-22	Sam McFarland Barn	c1888	501-081-07
8-23	Fred Getchell House	c1876	501-121-17
8-24	Walter Graham House	c1905	501-151-16
8-25	Campbell - Smith - Monroe House	c1871	501-061-09
8-25 a	JACOBY CREEK BRIDGE (4C-182 P.M. 7.49)	built before April 1928	
8-26*	Dyer House - First Bayside Post Office		?501-061-10
8-27	Coady House	c1900	501-061-18
8-28	McGuire Barn	c1879	501-071-07
8-29	McKenzie House	c1886	501-071-06
8-30	McAdam - Barwise - Will McFarland House - Second Bayside Post Office	c1884	501-061-13
8-31	George Mitchell House	c1876	501-071-09

9-10	Quear House	cl895	501-031-04
9-11	David Oscar - Nellist House	1904	
9-12*	Jacoby - Pardee - Nellist House	cl850	500-181-0
9-13	Three C's Ranch Barn		501-041-0
9-14	Rhodes - Marsh - Trinidad Watertower	1930	500-171-10
9-15	Lauffer - Anvick House	1888	500-172-06
9-16	Morton House	before 1891	500-171-15
9-17	Morton Barn	before 1905	500-171-22
9-18	Beith Creek (Pronounced "Beef")		
9-19*	Beith Creek Barn and Orchard	cl860?	500-152-19

2-01, 2-02, 2-03

SKIFFINGTON MITCHELL HOUSE

C.1904

Builder. This home was built for Skiffington Mitchell, nephew of William Carson. The mastermechanic of construction was David Wilson.

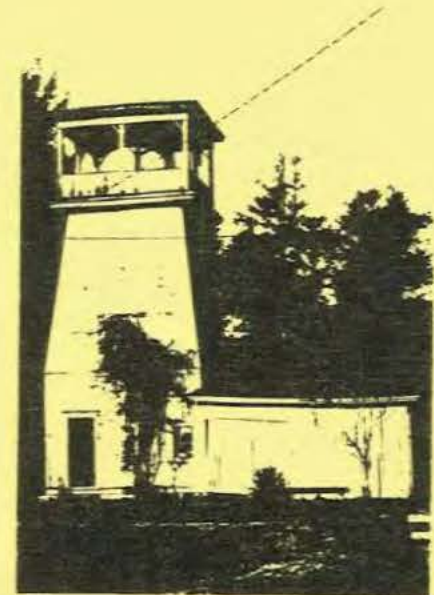
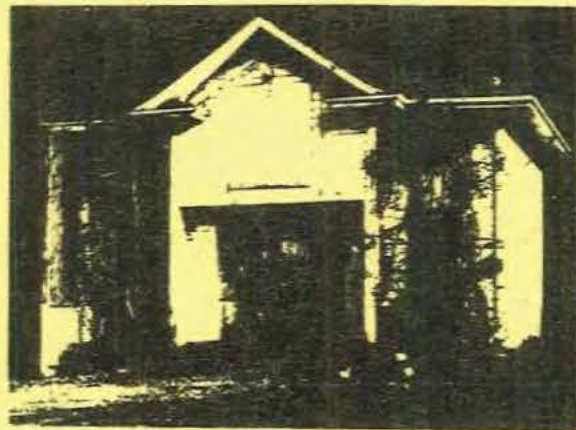
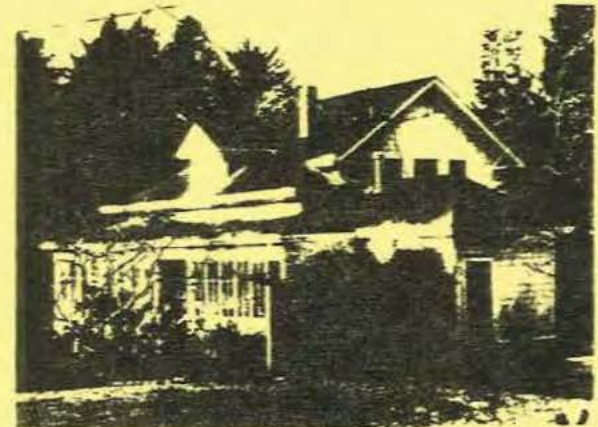
Architecture. A planbook home (2-1), characteristic of modest turn-of-the-century elegance. Within a group of buildings; rectangular plan with wings and additions; one and one-half stories; pier and post foundation; shiplap wood siding; gable with pediment dormers set in hip-roof, now with asphalt composition shingles; plain, boxed cornice, simple frieze, with pillars at corners; windows include 4-pane windows with plain molding, lattice design, leaded glass lattice windows in dormer.

The two-story carriage house (2-3) repeats the architectural lines of the main house, including return corniced gable.

In water tower (2-2) and workshed functionalism is tempered by details which harmonize with lines of main house; boxed cornice and endboards, for instance.

Further Information. Mitchell came to Humboldt Bay in 1883 to work in the woods for his uncle William Carson. In 1886, he began annual summer treks to the Klondike in search of gold, and was successful enough to build this house.

A.P. #. 17-161-11



2-04 HILL HOUSE

c.1880

Builder. Charles W. Hill, brother-in-law of William Carson.

Architecture. The building appears to have been in stages. First, a vernacular one-story shiplap siding cottage of New Brunswick folk lines. Next, a two-story gable front house, with off-center front door. (One similar house on Old Arcata Road is the Anvick house, 9-15); flat, two-sash, two-paned windows with lug sill and plain molding; edge of roof projecting, with boxed cornice. Finally, a shed-roof addition.

Further Information. Hill arrived in this area in the 1850's, returned to Charlotte County, New Brunswick in 1862 to marry Mary Wilson (sister of Mrs. William Carson, Mrs. Sam McFarland, and the Freshwater Wilson's). They had four children: Nellie (Mrs. David Wilson); Elizabeth (Mrs. Frank Smith); Henry Edmond Hill; and Charles Clifton (Nifty) Hill.

A.P. #. 17-152-08

2-05 CLOSE-DALE-MILNES-DIAS HOUSE

c.1894

Builder. George Close of New Brunswick

Architecture. Full two-story hip roof, square floor plan with extended bays set into cut-away gables with pedimented box cornice; shiplap siding with ornamental scallop patterned shingles as trim below frieze and in gables; decorated box cornices, with plan frieze. Two sash, single pane windows with decorated slipsill and trim. Very modern construction for this date in this region.

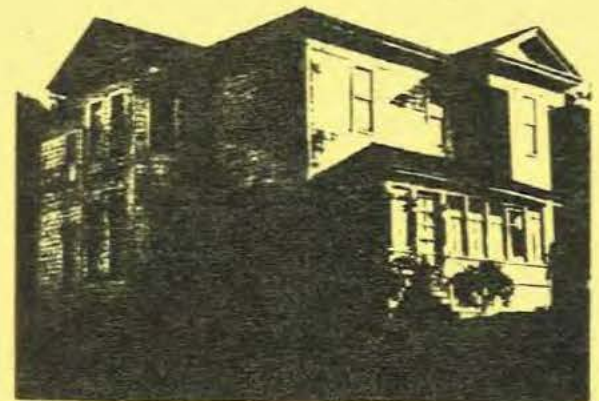
Further Information. George Close came from New Brunswick in 1883, worked as a millwright for John Vance, and Planagan, Brosnah & Company; built Standard Furniture Company at Sixth and J in Eureka and served as manager. Wife Margret Esty died in 1900.

Faltin Dale bought house and 160 acres in 1900. He drained marshland across road.

House and 36 acres sold to Charles J. And Louise K Milnes in 1907, who owned until 1914.

In 1920, Anton Dias became owner. He was a gardner and landscaper of note in Eureka. Dias planted the hedgerow of Monterey Cypress and maintained elaborate formal gardens.

A.P. #. 17-152-12



2-06 DEVOY BRIDGE

Built October 1936

The John Brazil Dairy (Henry Devoy Ranch). The 312 acre Henry Devoy Ranch was leased by John Brazil, a Portuguese dairyman, in 1913. Brazil developed one of the largest dairy herds in the county. The Devoy Bridge across the slough leads to the ranch's large dairy barns. The bottomlands among the sloughs north of the road has been used for grazing and feed production for many years.

The bridge is a graceful wooden arch supported on piers. It is often reflected in still water of Ryan Slough, and stands as a quiet example of functional grace.



During its lumbering heyday, Freshwater Corners was a commercial recreational and community center for the loggers. The Pacific Lumber Company Railroad (5-04) crossed the Old Arcata Road near the present Three Corners Store. At the crossing were a hotel-saloon (5-02), and dancehall (5-03) built by William Long (see 5-5) and operated by him with the help of his daughter and son-in-law, the Grahams; across the street was the other saloon (5-01).

The other saloon (5-01) was moved across the slough and has become a private residence. The functional and unornamental exterior of this one and one-half story house with gabled dormers has probably changed but little over the past 100 years, and may have been typical of the architectural character of Freshwater Corners.

Freshwater was also embarkation point for log rafts, log barges, milk dairy products, beef and hides. These traveled down the Freshwater Slough to the Bay, and thence to Eureka.

The First Freshwater School may have been built in 1881, according to the Humboldt Times, August 6, 1881, which mentions that voters of the Freshwater School District passed bonds for the construction of a school. Another school was built in 1898, at the present location of Freshwater Elementary School. Neither schoolhouse is now in existence, so far as we know.



Logging at Freshwater, Humboldt Co. California.

Excelsior Redwood Co., Eureka, Cal.

A. W. Ericson



Narrow Gauge Logging Railway Near Freshwater



Steam Donkey and Railroad Logging Reached Freshwater in 1880. The Humboldt Logging Railway was Seven Miles up the Creek by 1882

3-01 * BAIRD SHINGLE MILL -
JOHN SASS-EUREKA TANNERY-McCABE DUPREY TANNERY c.1888

Builder. The Humboldt Times for May 17, 1888, reports:

Mr. John Sass will be the manager of the Eureka Tannery at the site of the old Baird's Shingle Mill. Baird donated an acre of land.

Further Information. The tannery is no longer in place. It functioned through 1907, somewhere along the way the name changed to McCabe-Duprey Tannery.

The newspaper article above went on to state that machinery was expected in July (1888), to include a boiler and a bark cutter.

Leather was prepared with tan oak bark brought from Kneeland by horse-drawn wagons. The tanned hides were shipped out of the area by barge on the Freshwater Slough.

3-02 * JOHNNY WOODS ROADHOUSE c.1907

SBF Vol. 27
August 10, 1907

John Woods, well-known proprietor of the Freshwater Hotel, has purchased 18 acres of land on county road just east of the McCabe-Duprey Tannery (3-01) and has let a contract to George Hill for the erection of a modern roadhouse there, to cost \$6,000 to \$8,000. Mr. Woods has been forced to move from Freshwater Hotel.

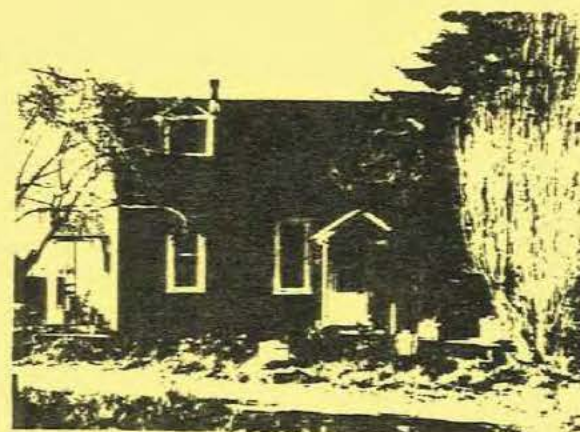
Land is 3/4 of a mile west of Freshwater Corners. Mr. Woods says he will make a resort as modern as possible - two stories with 30 rooms. Land purchased from Tom Foster.

W. Boires will take over Freshwater Hotel, formerly proprietor of saloon on First Street in Eureka.



A Wagonload of Shingles and Some of the Boys. Possibly at Baird's Mill
Location 3-01*

5-01 OLD SALOON HOUSE, NOW RESIDENCE moved 1915
5-01* FORMER LOCATION AT THREE CORNERS Built prior to 1907
5-02* LONG-GRANHAM HOTEL SALOON Before 1900
5-03* LONG-GRANHAM DANCE HALL Before 1900
5-04* PACIFIC LUMBER COMPANY GRADE About 1885



5-05 LONG-GRAHAM HOUSE

c.1871

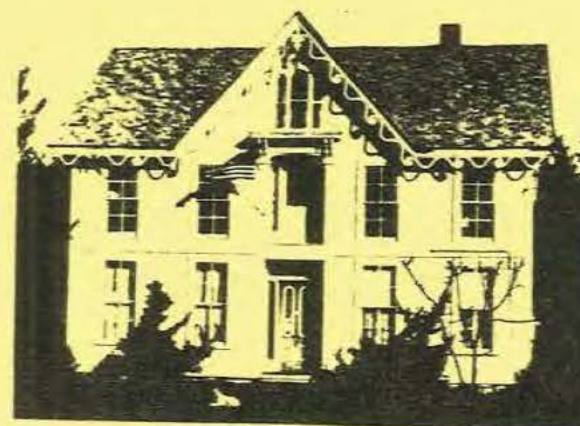
Builder. Just north of Freshwater Corners is land which was owned by William Steel Long and his daughter and son-in-law, Josephine and Alex Graham.

Long, a native of Pennsylvania, came to Humboldt County in 1854. He was accompanied by his wife, Lydia (Worthington), and their four children. Long settled first at Table Bluff where he had a hotel, then he moved to Siskiyou County for some mining. In 1858, the Long family returned to Humboldt County and purchased 240 acres at Freshwater.

The Longs operated a dairy and (later) a hotel-saloon and dancehall. Apparently, the activities were profitable; The William Steel Long house built in 1871 is the grandest in scale of all houses along the Arcata Road.

Architecture. The house is two and one-half stories with front doors on both first and second floors. The upstairs balcony is long since gone, but the symmetry of the structure is undisturbed. The Palladian window in the center gable, the Carpenter Gothic of the bargeboard ornamentation, are overlaid upon a basic Georgian home with eight-pane windows; houses of this style are popular throughout the Pennsylvania and western New York region of the United States. Perhaps this design harkens back to the grand residences of Mr. Long's youth in Pennsylvania. Note the monogram WSL and date of construction in 1871, which embellish the frame above the Palladian window.

A.P. #. 402-242-01

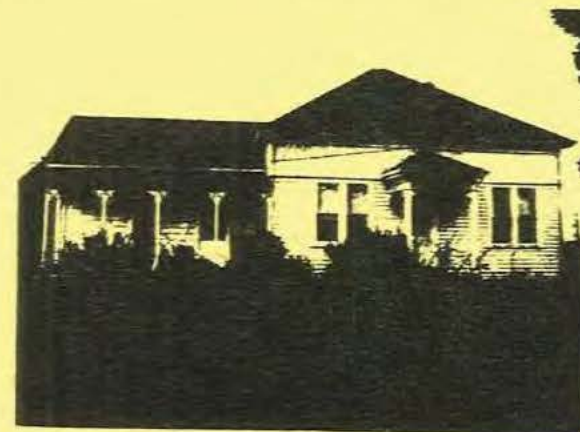


5-06 GRAHAM-ANDERSON HOUSE

c.1902

Josephine (née' Long) Graham built this hipped roof house. It has an attached (wing) cottage with a gable roof. The house was built in 1902, Mrs. Graham gave the house to Hilma Anderson in gratitude for care received during her last years.

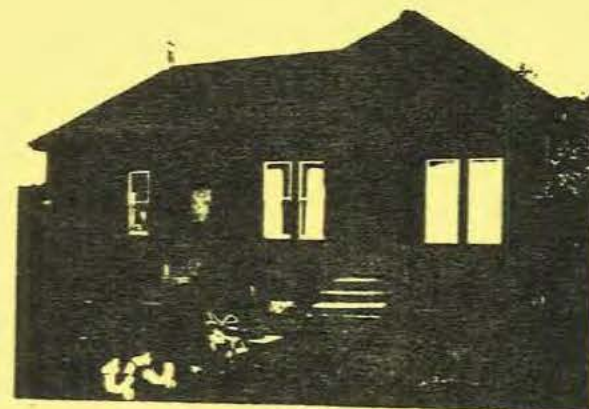
A.P. #. 402-231-07



5-07 GEORGE GRAHAM HOUSE

Alex and Josephine Graham built this shingled, hip roof house for their son, George, in 1903, upon his marriage. The wing extension on the house is also hip-roofed.

A.P. #. 402-231-06



5-08

Builder. Unknown

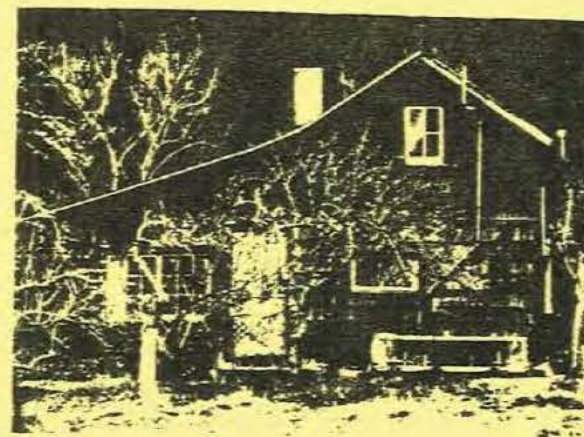
Architecture. This house is rectangular in plan. It is of the New England saltbox form, being a small, one and one-half gable roof, with one eave extended into a shed roof. It may originally have been an outbuilding, judging from its relationship to the main house at the front of the lot (5-07).

Siding is curly redwood shakes. Gables project with a board attached at the edge, eaves are close to the side of the building. There are various kinds of windows. Those that open and close are sashes of nine lites, which slide to the side.

Main entrance is across on unsheltered stoop, into the gable end of the house, through a paneled door. There is a brick chimney in the center of the extended roof.

The structure is nestled into an orchard setting and exudes a certain timeless bucolic ambience.

A.P. #. 402-231-06



5-09* HUGH WILSON BLACKSMITH SHOP

5-10 STEPHEN WILSON HOME

c. 1903

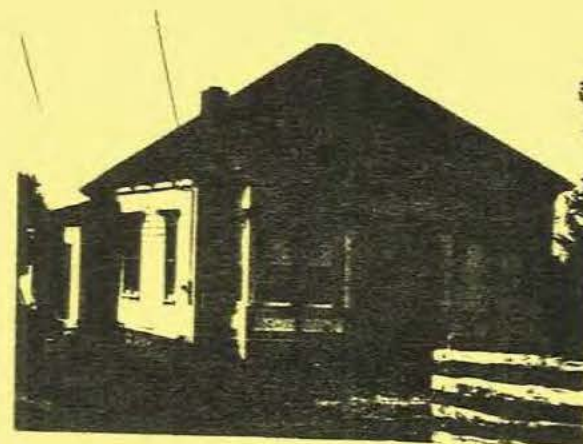
Builder. Stephen Wilson built on 115 acres of land from the family estate sold to him by his brother and sister in 1903.

Architecture. The two level hipped roof has paired bays with a recessed door. The details appear to be Greek-revivalist in tone, but construction is probably from carpenter plan books, which incorporated diverse neo-classical influences.

Further Information. Stephen Wilson was born on the family ranch in 1871. He continued ranching operations while working for Dolbeer & Carson for 32 years.

Most land in this area belonged to the Wilson family. Alexander Wilson, born about 1829 in New Brunswick, came to Humboldt county in the mid-1850's. Some 12 years later, he returned home to escort his bride to California. Jane and Alex Wilson had three sons and a daughter: Clifton, who married Gideon Spinney's daughter, Ellen; Sarah Evelyn (Lena) who became Mrs. Joe Spinney; Stephen and Stanley. Alex's sisters included: Sarah (Mrs. William Carson), Mary (Mrs. Charles W. Hill), and Ellen (Mrs. Sam McFarland). His brother, Hugh, also lived at Freshwater and had a blacksmith shop (5-09*) on the corner of Redmond Road.

At the time of his death in 1889, Alex had accumulated a small ranch of bottom and swamp land totaling 388 acres.



5-11 SECOND CLIFTON WILSON HOUSE

After 1926

A.P. #. 402-331-03

5-12 CLIFTON WILSON WATERTOWER

Before 1895

Builder. Clifton Wilson was Alex Wilson's son (see 5-10). In 1895, Clifton built a home which unfortunately was razed by fire in 1929; however, the water tower is still intact. It is a striking structure, as it looms above the marshland meadows.

Architecture. The roof above the redwood stave water tank is pyramidal in form, with a complete cornice supported by posts. A mansard roof protects the tower structure below the tank. All roof surfaces are shingled. Walls below are horizontal shiplap planking. The form of this tank is distinctive and graceful, at the same time as it is functional.

A.P. #. 402-181-02



5-13 KIRKHAM-CHANDLER-SPAGHT HOUSE

c.1900

Builder. Four acres of land were transferred to John D. Kirkham by C. Kirkham and Mary Kirkham on July 10, 1900. Assessments for 1900 show no improvements. Assessments in 1901 indicate that a house was built. The implication is that John Kirkham built the house, before the 1901 assessment. (However, Mrs. Rasmussen, the daughter of Ole Hanson, says the house builder was named Hodgekins.)

Architecture. The house has extensive alterations.

Further Information. Edward and Henrietta Chandler purchased the house July 24, 1909; Fred Spaght bought it October 29, 1910. Spaght was an employee of the old California Barrel Company.

A.P. #. 402-101-23

Builder. Joseph (Walter) Spinney (Sr.) purchased 15.53 acres from L.S. Hurlbutt in 1885. The house was built prior to the 1889 assessment.

Architecture. The house is of a vernacular style called "upright and wing." A basic one and one-half Cape Cod cottage with one story attached wing; shiplap siding, central brick fireplace.

Further Information. Joseph (Walter) Spinney (Sr.) was from New Brunswick, a logger, moved here when his son Joseph was four, lived on Ole Hansen Road before building this house.

A.P. #. 402-101-24

6-01* OLD EUREKA CITY QUARRY

The old Eureka City Quarry is on the hill to the east of the road (see map). Rock extracted here was transported by wagon to Walker's Point and then transported to barges on Pay Slough at Walker's Point. It was used to gravel Eureka's city streets.

6-02 GIDEON SPINNEY HOUSE

before 1887?

Builder. Gideon W. Spinney purchased 5.28 acres from Mary Hurlbut August 1, 1888. Newspapers on some walls are dated 1887, but there were no assessments prior to 1890. There are a progression of improvements listed from 1890 through 1909, so it is possible some portion of the house was standing when Spinney purchased the land and that he made additions to the original structure.

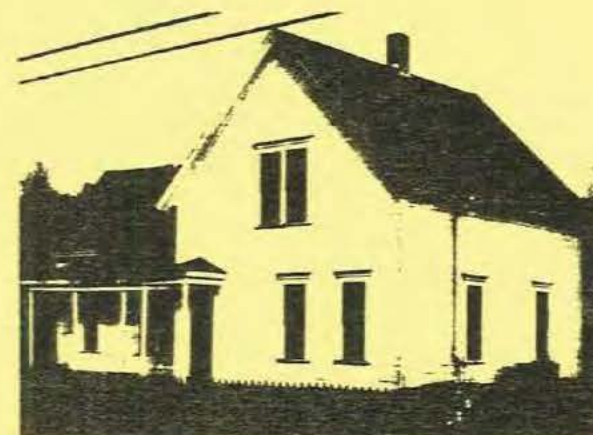
Architecture. The house is an upright and wing. This vernacular style is popular throughout New England, Nova Scotia and New Brunswick. A one story gabled cottage with covered porch adjoins a one and one-half story, end gable with central chimney.

Building stands alone; wood on stone foundation (pier and post); clapboard siding with end boards at building corners; high gable roof on cottage and saltbox; composition roofing; chimneys of brick in cottage and in saltbox, also an added metal chimney on saltbox; no dormers; cornice boxed with molding, sloped soffit and plain frieze at eaves; roof trim at gables is boxed cornice with molding, soffit and plain frieze; upstairs and downstairs windows are consistent in form and trim; structural opening is flat with molded shelf at top of window; plain sides; lugsill; two single-pane sashes. The shelf trim above windows may have been added at a later date; the single pane windows, considering date of construction, are probably not original.

Main entrance is off center at gable end, with a hipped hood over extended porch; six-panel door.

Further Information. Gideon W. Spinney was brother of Joseph (Walter) Spinney (location 5-14). Born in New Brunswick, a logger. His daughter, Ellen, was born in this house in 1891. She married Cliff Wilson.

A.P. #. 402-101-15



6-03 JOHN PINKERTON HOUSE

prior to 1903

Builder. John Pinkerton purchased 7.79 acres from Ole Hanson on January 3, 1893. Assessments through 1901 are \$230 for land and \$70 for improvements, but 1903 assessment increases dramatically to \$400 for land and \$600 for improvements. The implication is that the house was built by John Pinkerton in 1902.

Architecture. The building stands alone in the form of a rectangle with a wing and portico. It is a one story with no basement, with wood foundation. The original exterior wall material appears to have been shiplap but this has been tastefully overlaid with an asbestos simulated wood shingle sheathing.

Roof shape is a high hip inset with a wing hip roof. Roof material is unknown. There is a chimney of brick with concrete exterior. A center gable portico is inset in the roof at the front of building.

Roof eaves have boxed cornice with frieze and brackets; gable end of the portico has a molded pedimented box cornice with ornamental stick work attached to the roof edge.

Windows have a flat structural opening shape with plain molding and no ornamentation and a slipsill. Windows have two sashes and are double-hung. The upper sash does not move and is a lattice work of diamond lights set in mullions. An ornamental window of round shape with molded trim is inset in the gable of the portico.

The main doorway has no side panels, plain trim, a transom with single rectangular piece of glass. The porch has stickwork and other ornamental trim.

Other buildings on the grounds include a small board and batten livestock shed, with shake roof. It is entirely possible that this shed predates the house and is the original \$70 improvement mentioned in the 1900 assessment.

Further Information. John Pinkerton was father to Harry Pinkerton

A.P. #. 402-101-02



6-04 GROSS HOUSE

Built c.1899*

Moved 1966

Builder. Mary and Martin Gross.

Architecture. The house was built in 1899 on Lot 3 of the Hansen tract, in association with a barn and orchard, location 6-09 in this inventory. It was moved to its present location along-side Old Arcata Road in 1966.

The plan of this house is rectangular with an "L" shaped wing.

One and one-half stories; no basement; pier and post foundation; wood exterior wall material, shiplap downstairs with patterned diamond trim shingles upstairs.

Downstairs corners are cut away at front of house, there are end boards at other building corners.

Roof shape is high gable with cross gabled dormers in the main house, high gable with shed dormers in the wing. There are multiple chimneys in the main house, the original is brick, the newer chimneys are metal. Roofing is a composition asphalt material. The return eaves of the dormers of the main house are continuous with the eaves of the main house.

Roof trim is decorated box cornice with frieze at corners; gables have decorated return box cornices with bargeboards over entrance.

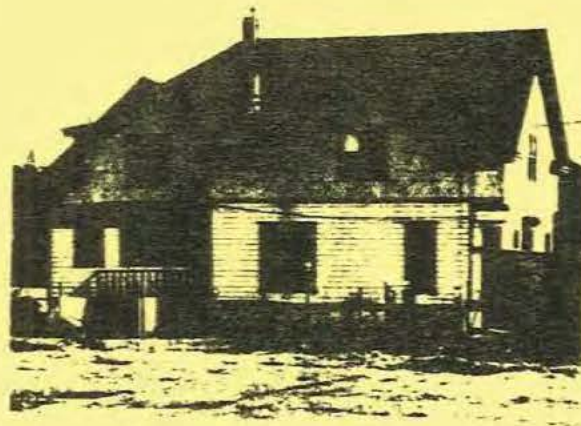
Windows have lintels and lugsills and are two sash, double hung, single pane. There is a halfround window in the south-facing dormer of the main house. The main door is in center of gable end with a recessed entrance; rectangular glass above, wood panels below, and is decorated.

Further Information. Mary Gross was from Ireland, maiden name McMullen. Her sister, Maggie, was Ole Hanson's wife. Mary came here after the Hanson's were married.

The original house was less grand, but was improved over the years. It is unknown which portion was built first.

A.P. #. 402-101-07

*at lot 3, Hansen Tract, moved here C. 1966



Builder. Christopher John Weber, of Iowa, came to Humboldt County in 1897, purchased 7 acres of land from Jessie F. (Klose) Fairgrieve portions of Lots 9 and 10 of the Hanson Tract, March 28, 1910. Assessments for 1911 show \$350 on land and \$650 for improvements, probably includes house.

Architecture. House sits on a corner lot; is a one and one-half story "L" shape with two story salt-box cottage at rear. Foundation is pier and post.

Exterior is now asbestos shingles but appears to have formerly been shiplap. There are endboards at building corners.

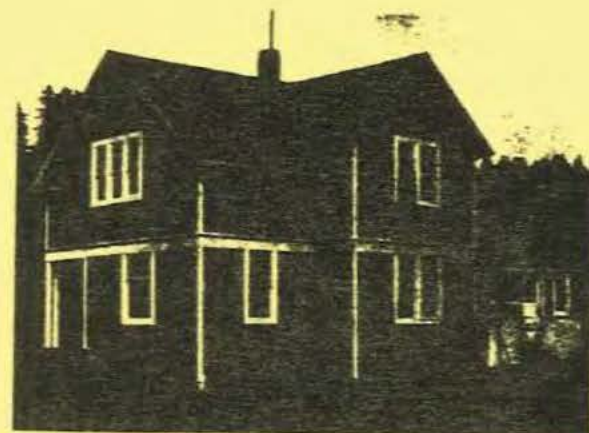
Gable roof, now with composition asphalt shingles. Brick chimney in center of main structure. Plain boxed cornice eaves; gables have boxed cornice with eaves extending partly around corner. Horizontal band between floors.

Windows on first floor have continuous trim above. All windows have slip sills; some windows have diamond shaped lattice work in upper sash. Generally two sash, single paned windows.

Main door is at corner.

Further information. Weber worked for various mills, became yard salesman for Occidental Mill in Eureka. He built and sold three houses in Eureka before moving to this land. Weber practiced intensive farming and dairying; had full blooded Jersey cows in 1915.

A.P. #. 402-101-11



Builder. Ole Reinertson purchased Lot two, 10 acres, from Ole Hansen Mill Company May 15, 1900. 1906 assessment lists \$200 for land and \$600 for improvements.

Architecture. The house is a one and one-half story end gable, rectangular in form with a pavillion portico/dormer extension at the front and one story gable roof extension at rear.

Pier and post foundation, shiplap siding, endboards, decorative patterned fish-scale shingles in gabled dormer portico. There is a frieze board trim at eaves, continuing around building at gables as a horizontal band between stories.

There is an unboxed fascia cornice at eaves and gables; fascia is sculpted in the portico gable. Roof is composition shingles.

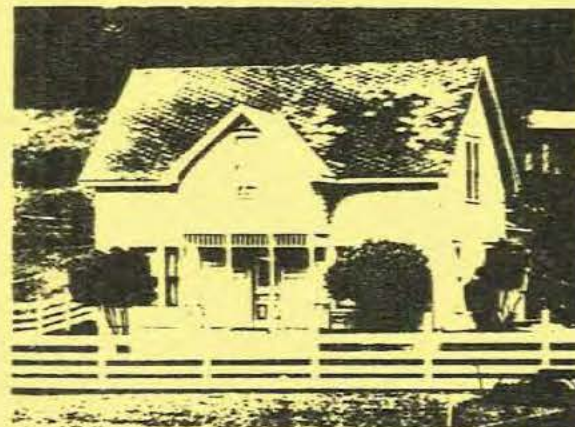
There are turned pillars supporting pavillion portico, with stick-work ornamentation. Front door is at center of building, with rectangular glass above and wood panels below.

Windows are two sash, single pane with lugsills and lentil at ends and upstairs but plain molding at front downstairs.

House is surrounded by a Tennessee style painted board fence.

Further Information. Ole Reinertson was a ship's captain and ran barges on Humboldt Bay. He scowed for Hansen, picking up shingles on Fay Slough at Walker Point and delivering them to Eureka for shipment.

A.P. f. 402-081-30



6-07 GROSS BARN AND ORCHARD

c.1899

Builder. Mary and Martin Gross, Lot 3 Hansen Tract

Architecture. Barn was simple vernacular end gable structure with roller doors at end, and vertical unpainted board siding. Orchard is apple trees. The Gross House (6-06) was moved from this lot in 1966. Barn is now half tumbled-down.

A.P. #. 402-081-01

6-08 GUSTON SLAUGHTER HOUSE

c.1915

Builder: Al Guston

Architecture. Gable roof, entrance at end.

A.P. #. 402-081-01

6-09 LINDSTROM-MCKELLAR HOUSE

c. 1893

Builder. Charles and Ava Lindstrom purchased 9.49 acres, lots 13 and 14 of the Hansen Tract, October 10, 1892. The 1894 assessment is \$250 for land and \$300 for improvements, so the house was probably constructed in 1893.

Architecture. This is a square, pyramid roofed, full two-story with entrance facing the bay, not Hansen Road. Pier and post foundation, clapboard siding, end boards.

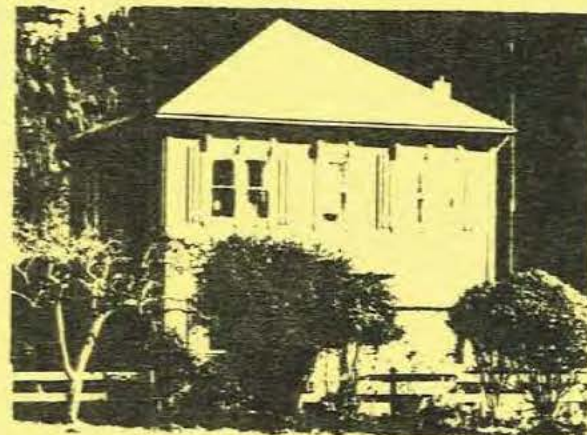
Brick chimney at south end of house, boxed cornice without frieze.

Windows have flat openings with dentil Victorian decorated trim above windows on lentil, hood with brackets; decorative shutters; lugsill with brackets; two sash, double hung, single pane windows.

Main porch is in center of building with decorated posts and brackets supporting a hipped pediment. Door is wood with rectangular glass above and panels below.

Further Information. This was the first home constructed on Hansen Road, according to Mrs. Rasmussen, Ole Hansen's daughter. After Charles Lindstrom died, his widow sold the house to Dugald McKellar a Scotsman, August 18, 1914.

A.P. #. 402-111-05



6-10 MOORHEAD-LINDSTROM COTTAGE

c. 1904

Builder. James Dudley and Philo Moorhead purchased lot 5 of the Hansen Tract, 10 acres, August 26, 1904. Assessments for 1905 are \$300 for land and \$100 for improvements. 1906 assessments are "less . . . part owned by J.E. Dudley" and are five acres of land, \$100; \$150 for improvements. It appears the cottage was built and added onto over the period 1904 through 1906.

Architecture. House is rectangular with a rectangular wing to rear; one story; no basement; pier and post foundation; exterior is wood shiplap with endboards; medium hip roof on main house, medium gable on wing, asphalt composition shingles, brick chimney no dormers; boxed cornice with fascia and frieze. Windows have continuous trim above and decorated lugsill below, with transom and one sash; transom is divided into six lites by mullions; entrance is at center of house, through off center porch with shed roof supported by square posts with stick-work trim.

Further Information. The Philo Moorhead family was from Ohio, he was from Illinois. He married Christa Dudley of Petrolia on December 25, 1893. They sold the house to Mrs. Lindstrom on November 9, 1914.

A.P. #. 402-091-04



Builder. J.H. Remington purchased 8.97 acres, lots 15 and 16 of the Hansen Tract, from Matthaas Kamm on May 29, 1907; improvements are indicated in 1898 while the property was owned by Kamm, but this may be the barn (6-12) as improvements are valued at only \$50 from 1898 to 1903. After 1907, improvements are valued at \$275, so Remington most likely built his house immediately upon purchase of the land.

Architecture. The house is a one and one-half story center dormer gable, of rectangular form, pier and post foundation, no basement; exterior of shiplap wood siding with endboards at building corners. Roofing material is composition asphalt shingles. Dormer gable and end gables are with returns. Eaves have boxed cornice with molded fascia and plain frieze. Edges of gables are protected with endboards. Very slight decorative curve on frieze at returns.

Windows are flat, two sash, single pane, double hung with plain molding and slipsill.

There is an open veranda across front, with square porch and a hipped roof. The main entrance is off-center and is a wood door with rectangular glass and panels.

Further Information. Hansen originally sold the land to Charles Briski. He may have built the barn.

A.P. #. 402-121-03



Builder. Charles Briski owned the property in 1898 when the first assessment for improvements shows \$50. Matthaas Kamm bought the 8.97 acres, lots 15 and 16 of Hansen Tract, on March 21, 1899. Briski may have built the barn.

A.P. #. 402-121-03

6-13 SCHNIDER HOUSE

c. 1909

Builder. Joseph Schnider purchased Lot 7 of the Hansen Tract, 10 acres, from Robert Rainhart on October 24, 1896. Improvements of \$25 are on the 1898 assessment, improvements of \$100 are on the 1900 to 1908 assessment, and of \$200 in the 1911 assessment. According to Mrs. Rasmussen, Ole Hansen's daughter, the house is a copy of the Remington House (6-11) across the road. Mr. Schnider admired the Remington House and decided to build one just like it. It was built about 1909.

Architecture. The building is scaled somewhat larger than the Remington House, has a central entrance, and lacks the modestly decorated frieze in the return gables. Otherwise, it is virtually identical to the Remington House (6-11, see architectural description).

Further Information. The cookhouse for Hansen's crews of lumberjacks was on this site. Mr. Schnider lived in a cabin. He played the accordion and local youngsters learned to dance here on Sundays.

A.P. #. 402-091-19



6-14 SHINGLE FRONT GABLE COTTAGE

c. 1910-1920

Builder. Unknown. This house typifies a so-called "California Style" cottage. It is notable as an indigenous vernacular form. Relatively unornamental functional architecture; transition style between 1900's hiproof and bungalows of 1902's and 1930's.

Architecture. This is a low gable, rectangular in plan, one story with brick chimney at center; extension siding is of wood shingles, pier and post foundation. There are asphalt shingles on roof, projecting eaves with exposed rafters; projecting gable end with boards attached at roof edge. Windows at side of building have flat structural opening, plain molding, one double hung with two sashes. Upper sash is crossdivided by mullions into four panes. Lower sash is vertically divided into two panes. There are non-functional shutters at each side of windows.

Main entrance is at gable end, in center. Approach is across an open veranda; gable end is cutaway to form veranda.



6-16 SECOND GEORGE WALKER HOUSE

After 1910

Builder. George Walker, after whom Walker Point is named.
This is his second home, the first burnt to the ground in 1910.

Architecture. This is the second house on this site. This was probably built after 1910. It is a medium gable with shingle siding. At the end gable, in front near the peak is a diamond shaped, diamond-point shingle design. Other interesting features include shed dormer, and vertically divided transom over some sash windows; three panes per transom.

Center end gable entrance across veranda.

Further Information. Viales house at Location 7-02 has the same diamond shingle design at gable end.

A.P. #.



6-17 OLD INDIANOLA CHURCH HOUSE

c. 1910-1920

Builder. Unknown. Resembles Viales houses at 7-01 and 7-02.

Architecture. High gable with upstairs garret room, clapboard siding, roof projects at eaves and gable; rafters exposed at eaves, brackets at gable, with boards attached at roof edge. Windows appear to have been extensively modified. Plain molding and slipsill.

Further Information. This home was used as a community church in the 1920's.

A.P. #. 402-071-27



6-18 HENRY WILSON HOUSE

c.1904

Builder. Henry Wilson purchased 31 acres from Hansen Mill Co. on December 28, 1900. The 1905 assessment is first one showing improvements; house was apparently built in 1904.

Architecture. House is a tee-shaped one and one-half story upright and wing. It has pier and post foundation; shiplap siding; endboards at corners of structure; gable roofs on upright and wing, roof on the wing is stepped down very slightly, covering is asphalt composition. There is a brick chimney in the wing.

Roof trim in the eaves is fluted boxed cornice with plain frieze. At the gables, trim is fluted boxed cornice with eaves extending partly around the corner, with frieze. The gable end facing the front of house has special features which include decorative shingles in half-round or fish scale design; and bargeboard scrollwork which forms a pendant.

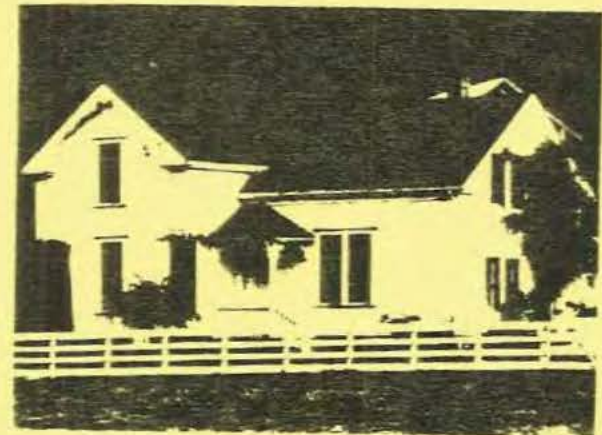
Windows at the front of house are also ornate. They have a flat structural opening shape with ledges above and lugsill with brackets below. Windows on the rest of the house have plain trim with lugsills. Corner windows downstairs at the front of house are set in a cut-away with decorated overhang. All windows are double-hung, two sash, single pane.

There are two main entrances, one to the main building, one to the wing. These are adjacent to one another at the front of the house in the corner formed by the joining of the main house and the wing. Doors are of wood with three panels and no glazing.

Doors share a porch. The main porch is decorated with stickwork ornamentation and turned posts.

The house yard is separated from the main property by a white Tennessee board fence.

A.P. #. 402-071-29



6-19 LENDAHL HOUSE

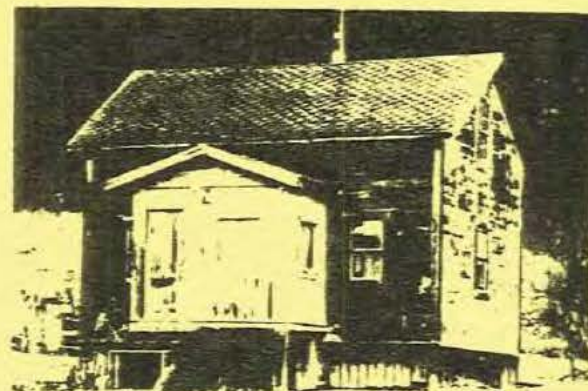
Builder. Nils Lendahl of Kentucky, Logger, c. 1900?

Architecture. This is a front entrance one and one-half story of the vernacular form called basic "I". It is unpainted, with gable roof; shiplap siding with end boards. Window upstairs in gable end has twelve-panes.

Front porch is enclosed.

Foundation is pier and post. The house is very similar to houses found today in many rural areas of Kentucky.

A.P. #. 402-071-38



6-20 NICHOLS HOUSE
6-21 BARN AND ORCHARD

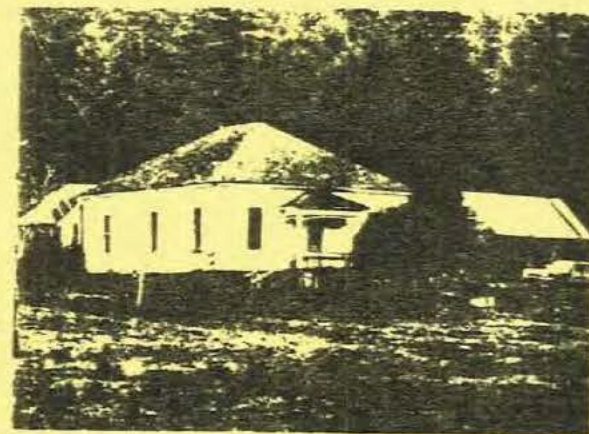
c. 1900-1910

Builder. John Nichols, a trains fireman for a timber company lived here; he may have built the house.

Architecture. Simple hipped roof with square floor plan, shed roof addition at rear. Shiplap wood siding with endboards at corners, and frieze board above. There is a boxed cornice at roof eaves, hip roofed portico with decorative stickwork trim; square posts, turned balustrades, stairs approach from side, entrance at building center.

Further Information. This house and the Nichols barn and orchard (Location 6-21) represent an intact homestead and reveal the conditions of historical life.

A.P. #. 402-071-36



6-22 CHARLES ANDRAIN HOUSE

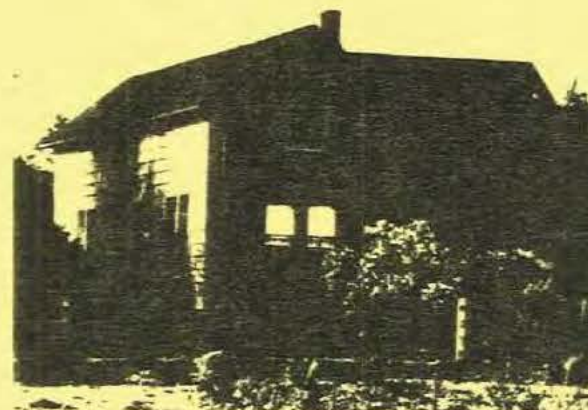
c.1899

Builder. Charles A. Andrain purchased 15 acres of land April 24, 1899 from George Pinkerton. House improvements appear on the 1900 assessment rolls valued at \$225, land is valued at \$200.

Architecture. One and one-half story upright and wing, return cornices, boxed cornices and frieze at both gable ends and eaves. Surface sheathing of asbestos siding, central chimney in main wing, double hung windows, single pane per sash, with plain molding and slipsills, extensive modifications.

Further Information. The house may have been moved about on this originally 15 acre lot. One informant says the house was originally constructed on a redwood stump, and had no indoor plumbing as recently as 1944. Present owners are only third family to own the house.

A.P. #. 402-043-02



6-25 BLACKBURN-MOSELY HOUSE

c.1902-1904

Builder. Leonard Blackburn sold 8 acres to Ike Mosely March 17, 1904. The assessment for that year is on Mr. Blackburn and values land at \$160 and improvements at \$260. The 1901 assessment shows nothing against Mr. Blackburn. An implication is he claimed the land after 1901, and built the house before 1904.

Architecture. One story, hipped roof, square plan, plain molding around double-hung, single pane sashes, boxed cornice with frieze all around eaves, hipped roof over portico, central entrance, three vertical panes of glass in upper half of front door; wood panel below.

Extensive modifications including asbestos exterior sheathing. Stairs approach from side. No ornamentation.

Further Information. House is almost exactly the same plan as Nichols House (location 6-20). Mosely's were part Wiyot.

A.P. #. 402-071-13



6-26 JOE NIAMI HOUSE

c.1905?

Builder. Joseph & Laurie Weiss deeded five acres to Joseph Niami February 20, 1904. The 1905 assessment values land at \$100 and improvements at \$50; these valuations are unchanged through 1911. The construction could be earlier, judging from the architectural form; possibly buildings were moved in from other locations. Niami was a woodsman. (see locations 6-27, for further assessment information).

Architecture. In plain view, this house is L-shaped. Appears to have been built in stages. It is an upright and wing, the wing is composed of a saltbox cottage joined at right angles to a one and one-half story medium gable which is in turn joined to a one and one-half story medium gable, again at right angles.

Return gables, shiplap wood siding, endboards boxed cornice with frieze at eaves and gables, exterior brick chimney, plain molding on windows with lugsills, double hung sash windows but non-movable picture windows with geometric patterned mullions at end gables of saltbox and main wing. Off center extreme into main wing off of a shed roof covered veranda.

A.P. #. 402-031-12



6-27 WM. VERHEIM HOUSE - INDIANOLA STORE

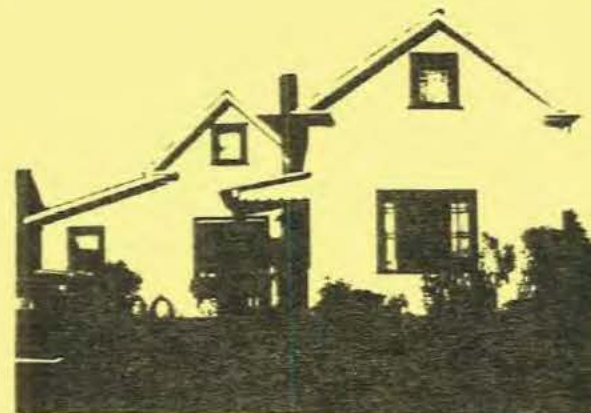
c. 1905/c.1910

Builder. The land was originally part of a twenty acre plot owned by Joseph J. and Laura Weiss. The 1902 assessment shows land valued at \$300 and no improvements (this relates to location 6-26). The Weiss's sold Wm. Verheim five acres December 20, 1904, his 1905 assessment is \$100 for land and \$50 for improvements. The 1911 assessment is the same.

Architecture. One and one-half story end gable with one story shed roof extension at rear, rectangular plan, medium gable. Wood shingle siding with endboards; wood shingle roof. Windows house flat structural opening. Transom above and movable sash below at front of house. Some double hung, two sash windows at rear. Cornice has fascia above at projecting eaves, projecting gables have boards attached at roof edge. Entrance is at center of gable end. Gable roof over portico, approach is from side, there is a picket fence between square portico support posts at front of house. Windows have decorative wood shutters with cutaway designs.

Further Information. This homely little building (6-27) was originally a roadside store. Mr. Verheim, proprietor, was (depending upon your source) "a very educated man, who went to West Point," The first building burnt and was rebuilt about 1910. At one point Mr. Verheim was convicted of selling bootleg hootch out of the backroom of the store.

A.P. #. 402-032-11



6-28* INDIANOLA POST OFFICE SITE

Further Information. The building is gone. When the post office was established there was some question what to name it, and therefore the community.

Mr. Marble (location 6-30) petitioned the postmaster general to designate the community "Marbleville." The government decided to name it Indianola, perhaps because there was, at one time, an Indian village in the area.

A.P. #. 402-032-10

6-29 VERHEIM HOUSE

c.1905

Architecture. Nothing particularly fancy about this house. It has unusual tapered square columns with shingle sheathing supporting veranda roof; is one story with extensive modifications of a piece-meal fashion. The design might be termed modified California bungalow.

6-30* W.B. MARBLE BLACKSMITH SHOP & DANCE HALL

c.1895

Builder. W.B. Marble was proprietor of the village smithy; he obtained the land from Hansen Mill Co. and did work for both the company and the community.

Further Information. The building is gone, a grove of trees seems to mark its boundary. Over the blacksmith shop was a dancehall, not an unusual arrangement in early settlements. Presumably the forge fire served as a sort of central heating system, until the social gathering warmed up.

A.P. #. 402-061-15

6-31 BERGON-COSTA HOUSE

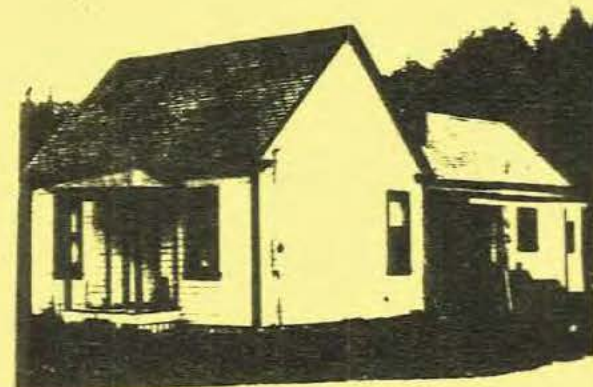
c.1900

Builder. Hansen Mill Co. deeded 9 acres to A.F. Bergon June 9, 1900, the 1901 assessment on Bergon shows land valued at \$145 and improvements at \$50. On February 20, 1903, Charles Glass and Robert G. McAllister deeded the land to Jose F. and Marianna Costa. The 1904 assessment has land at \$200 and improvements at \$180; by 1909 improvements are back to \$50 and they stay at \$50 through 1911. It seems the house was on the site in 1900.

Architecture. Stands alone, one story, high gable cottage at front, joined at rear by medium gable cottage; roof peaks intersect in a T-shape. Brick chimney in rear cottage. Wood flush board siding with endboards, doublehung, single pane per sash windows with plain molding and lugsills. Entrance at center, porch is sheltered by a hipped roof supported by square posts, approach from front; door has six lites in upper half, single wood panel below. Back cottage has a long utility porch and side entrance. This porch has a shed roof.

Further Information. The vernacular style appears older than 1900; it is possible the buildings were moved to the site.

A.P. #. 402-061-24



7-04 McALLISTER HOUSE

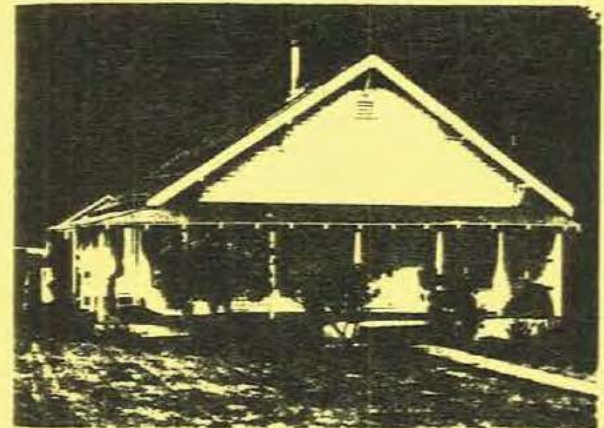
c.1919

Builder. M.F. McAlister

Architecture. Square plan; one story; wood foundation; plain shingles; medium gable, composition roof; one original brick chimney, one metal chimney; eaves projecting, no rafters exposed; gable end with decorative brackets; perimeter open veranda, flat window opening, plain molding, slipsill, two sash, double-hung, one pane upper and lower sash; main door in center gable end; flat, plain molding, lower wood panels and rectangular glass above.

Further Information: Moses Frank McAlister's father, Charles, came to Humboldt County from New York in the 1850's to work as a logger, but became a rancher in the Ferndale area.

Frank McAlister was partners on the family ranch at Pacific Township until he and Montgomery bought a 368-acre ranch from Pinkerton in 1919.

A.P. #. 501-261-12

7-05 McALISTER MILKING SHED

This small shed has a ventilation cover in its gable roof.

A.P. #. 501-261-12

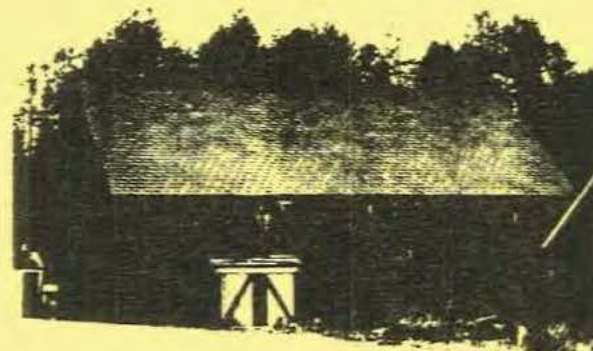
7-06 GEORGE PINKERTON-McALISTER BARN

c.1883

Builder. George Pinkerton

Architecture. This is an English style barn, it was originally a horse barn. Timber beams are three feet across. Vertical board siding on three sides, shingle siding on southside, with twelve pane single sash windows along south side of barn, medium gable roof with composition shingles, two roller doors at east end, near road.

Further Information. This barn passed to the McAlisters at the dissolution of the Montgomery-McAlister partnership and is now used for cows.

A.P. #. 501-261-12

7-07 WILLIAMSON MILKHOUSE

c.1945

Builder. Jack Williamson built this milking barn

Architecture: Gable roof, central entrance, shiplap siding, single pane upper and lower sash windows.

Further Information. Mr. Williamson purchased Mr. Montgomery's interest from the dissolved McAlister/Montgomery partnership.

A.P. #. 501-261-13

8-01 WILLIAM STEPHENS HOUSE

c.1895

Builder. William Nicholson sold William Stephens 110 acres, February 14, 1894. Mrs. Edith Stephens, William's daughter-in-law, says smaller attached house at rear was there when they moved in and that her father built what is now the main house. Presumably Nicholson constructed the rear house prior to 1894.

Architecture. The main house is a medium gable two story New England style end gable. Basic plan is rectangular. House is associated with various outbuildings (see 8-02, 8-03).

House has pier and post foundation, wood shi lap exterior with endboards; wood shingle roof now covered with asphalt roofing paper.

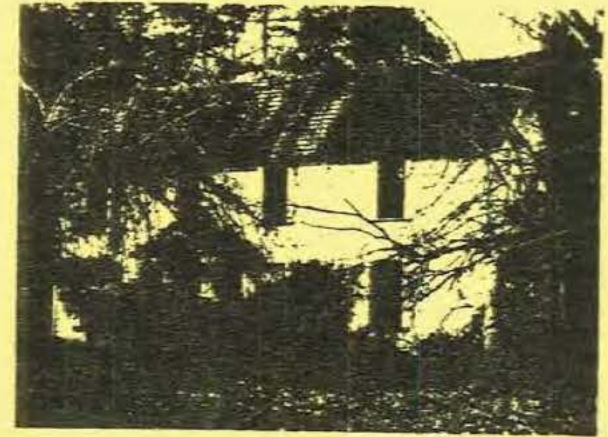
There is a central chimney, now metal, originally brick. Roof trim is sloped soffit at eaves, boxed cornice at gables. There is flat structural opening for windows; plain trim, with lugsill, double-hung, two sash windows; two panes per sash. Windows in attached house at rear have six panes per sash.

Main entrance is off center at front. Door has rectangular glass above and wood panels below. Gable roofed portico is supported by brackets.

Property is surrounded by curly redwood fence, split from timber on the land (8-4).

Further Information: The Stephens family was originally from Germany, lived in Chicago for awhile, then came here with a wagon train by ox team across the plains. Mr. Stephens worked as a road overseer for the county and is said to have named Buttermilk Lane. The creamery there provided a means of identifying the section where his road crew was working.

A.P. #. 501-092-09



8-02 STEPHENS BARN AND OUTBUILDINGS

c.1895

Builder. Nicholson may have constructed the barn, this is uncertain.

Architecture. The large gable roof barn and small lean-to are of vernacular form.

A.P. #. 501-092-09

8-03 GEORGE STEPHENS CABIN

c.1905?

Builder. George Stephens

Architecture. Log cabin, notched dovetail corners. Two rooms

Further Information. George Stephens built this cabin after returning from Klondike gold mining quest.

A.P. #. 501-092-09

8-04 STEPHENS CURLY REDWOOD FENCE

c.1900

Builder. Susie Baker Fountain Papers for February 1900: "Billy Stephens has a curly redwood fence a mile or so south of Bayside."

A.P. #. 501-092-09

8-05 FRANCIS HENRY HOUSE

c.1885

Builder. Francis Henry purchased land from William Nicholson March 3, 1884. Assessments suggest house was built circa 1885, then added to before 1900.

Architecture. House stands alone on two acre lot. It is a one and one-half story upright and wing. There is a shed roof addition at the rear. Exterior wall material is wood shiplap siding with endboards. Foundation is pier and post.

Roofs on both upright and wing are medium gable with boxed cornice returns. There is frieze trim at both eaves and gables. A gable dormer on the wing faces front. There is a chimney centrally located in the main house, suggesting this was originally a New England saltbox end gable, and that the wing was added.

All windows at front and sides of building have shelves and brackets above, slipsills below, with plain molding. Windows have flat structural opening, are double-hung with two panes per sash.

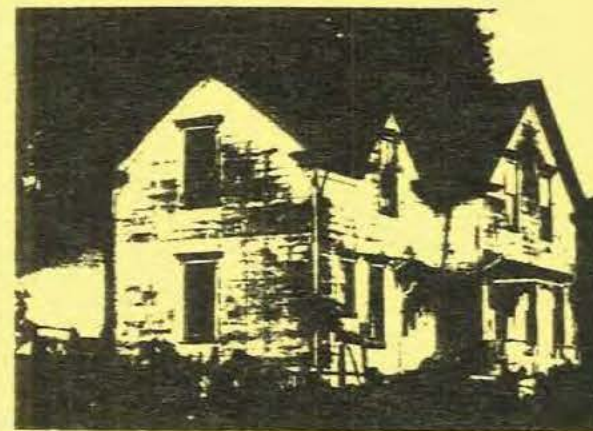
Main door is off-center on front end gable, the arrangement is similar to the Hill (2-4) and Anvick (9-15) houses which also are known to have been built by New Brunswick natives prior to 1890. There is also a front entrance into the wing, and the two doorways share a porch. Stairs approach from the sides.

The portico over the main entrance is hipped, with ornamental stickwork and post supports. The portico over the wing entrance is also hipped, but is supported by decorative brackets.

Further Information. Francis Henry was a logger when he first came to Humboldt County in 1876 from New Brunswick. The family first homesteaded in Minnesota but grasshoppers made them leave after two years. Son, Hiram, inherited the place in 1907. Wife of Francis was named Phoebe. Other children were George, Alfreda, Maggio, James W., John, and Mary. The family may have settled in Freshwater before moving to Bayside.

Hiram and another brother were apparently proprietors of a public house at Washington Claim Railroad crossing, according to a newspaper report of May 10, 1876. Hiram was a horsetrader and carpenter.

A.P. #. 501-092-14



8-06

JAMES HENRY HOUSE

c.1903

Builder. Apparently built in 1903, by James Henry himself, because there is no previous assessment record. It is reported that a baseboard with "1886-Stephens" carved into it was found. (The architecture is more recent in appearance, what is likely is that recycled wood was used, or that this story applies to the Francis Henry House.)

Architecture. The main building is a one story hip roof with chimney at center of roof. A gable roof section is joined at rear and finally there is a rear hip-roof section. Plan view is a square with attached rectangle at rear. There is a second chimney in the gable roofed section. There is an unattached shed behind the house.

The exterior wall material is now asbestos shingles but appears to originally have been wood shiplap siding. There is unusual decorative trim forming a frieze around the building below the eaves. Trim at eaves is boxed cornice with frieze. Windows have shelves above and slipsills below. The unusual trim at the frieze is replicated around the windows.

The structural opening of the windows is flat. Each sash of the double-hung windows is divided vertically, so entire window has four panes.

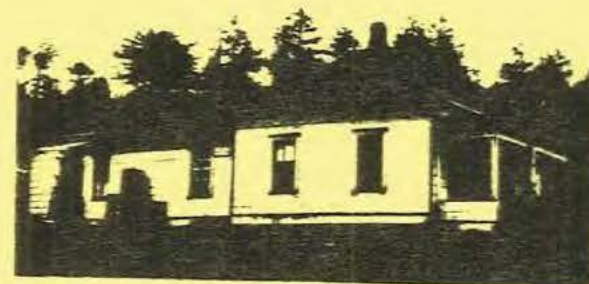
There is a partially enclosed veranda style front porch, with a hipped roof supported by square posts. Stairs approach is from the side. Door is centrally located; it has a rectangular glass above and two wood panels below.

Foundation is pier and post, with vertical board skirting about the perimeter. There is a flange trim board around the base of the building at floor elevation.

Further Information. Susie Baker Fountain Papers say that when 17, J.W. Henry drove ox team, at 22 he started working for Dolbeer and Carson.

J.W. Henry married Emma Andrain, they had a daughter born January 29, 1889, according to the Arcata Union of February 2, 1889. She married Charles J. Monahan (Jr.).

A.P. #. 501-092-06



8-07 JOHN BERRY HOUSE

c.1884

Builder. John Berry, native of New Brunswick, purchased for \$500, six acres from Isaac Minor on January 31, 1883. The 1885 assessment values land at \$90 and improvements at \$250.

Architecture. The house is a one and one-half story upright and one story wing. The wing is joined at the gable end so that the plan is rectangular.

Exterior siding is wood shiplap with endboards at building corners. There is a central chimney in the medium gable main roof. The gable and eaves are boxed with fascia board; there is a frieze. Ventilators are inset at the gable ends.

Foundation is pier and post with vertical wood skirting.

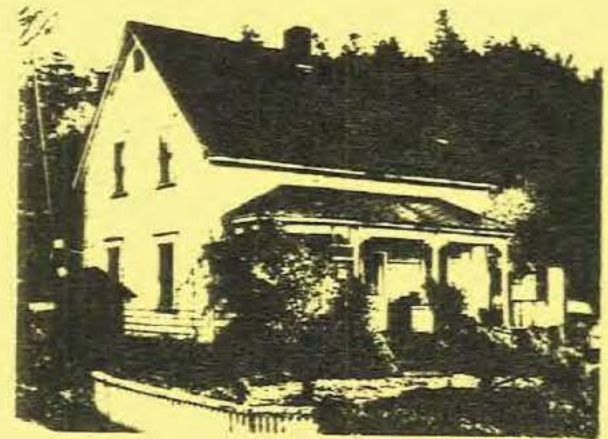
Windows have flat structural openings and are double-hung with two panes per sash. There is a ledge above the window opening and slipsill below, with plain molding.

There is a hipped-roof veranda across the front of the building, stairs approach from the front; ornamental stickwork on support posts.

Front door has rectangular glass window in upper half and three wood panels below.

There is a wooden bridge across a ditch which separates the house from the road.

A.P. #. 501-092-46



8-14 JIM NOBLE HOUSE

c.1894?

Builder. This house is reported to have newspapers dated 1885 under the exterior siding, so there is a possibility it was moved to this site, and built prior to 1894. The land (one acre) was transferred from John Brown to Hugh James Noble on August 15, 1894, subject to reservations of Dolbeer and Carson. No improvements were listed on the land in 1895. By 1900 the land is assessed at \$30 and improvements are assessed at \$170.

Architecture. The house is one and one-half story with medium gables. Paired dormers face the road. There is a veranda all along the front. Entrance is at center; semi-attached shed at side. Veranda and shed have sloped roofs and appear to have been added later.

The exterior of the house is sheathed in shiplap wood siding. There are endboards.

Roof is asphalt composition shingles. Boxed cornice at eaves with return cornices at gable ends but not on dormer. There is a frieze, interrupted along eaves by the dormers.

Windows have ornate shelves and brackets above and lugsills below; windows are double-hung. Each sash is vertically divided so that it has two lites and there are four panes per window.

There is a glass transom above the entrance door. The door is wood, with four panels.

Further Information. The lines and basic structure of this house are very like the structure at location 5-01, the Old Saloon House.

Washington Creek area, where the Noble house sits, was the location of Dolbeer and Carson Shingle Mill, and various cook houses, crew quarters, and railroad buildings. In addition, there is mention of the Henry Brothers building a public house in the area in the May 10, 1876, Arcata Union. This land sits in the immediate vicinity of all those buildings, indeed was formerly owned by Dolbeer and Carson. There is probably a good chance the building was not built by Hugh (Jim) Noble, but moved there by him.

Noble was born in New Brunswick in 1848, came to California in 1875, his family followed a year later.



8-15 CHRISTIAN AND JOHN BROWN

c. 1876
New House 1900

Builder. This house was built by John Brown to replace a home built by his father Christian Brown. The original home was built in 1876, the present house was built in 1893 or at the turn of the century depending upon the source you consult.

Architecture. The house is built in an early 1900 style. It is L-shaped in plan with hipped roof, long side faces front.

The exterior siding is wood, of shiplap with end boards at corners; there is exterior trim above walls and below in the form of a plain frieze board above and a flange board below.

Roof is surfaced with asphalt composition shingles, with boxed cornice at eaves.

Windows have ledges above and lugsills below, there are brackets below the lugsills. Windows are double-hung with a single pane per sash.

Foundation is pier and post, with vertical wood perimeter skirting.

Further Information. John Brown was married to Maggie Henry on February 17, 1875. Christian Brown was listed in the 1884 Great Register as being from Norway, naturalized in 1877. His age in 1884 was 41.

A.P. #. 501-062-04



8-16 CLENDENIN HOUSE

c.1894

Builder. Ernest Clendenin built the house on land deeded to his wife Flora by her father John Smith. The land (.38 acre) was deeded June 8, 1898 "for love and affection," but Ernest and Flora were married March 13, 1894. The house may have been built immediately, assessment records are unclear.

Architecture. The house is one story, with a square floor plan. It has a hipped roof. Exterior is shiplap wood siding, with corner end boards, and frieze trim above with flange trim below.

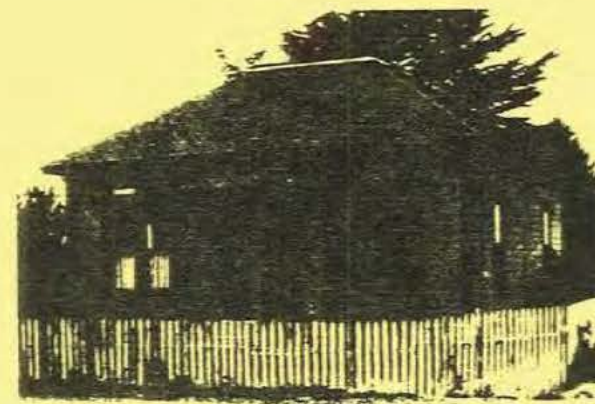
Windows have flat structural openings with shelf above, lugsills below. Columns border front windows, and there are panels below.

Windows are double-hung with single pane, double sashes.

Front entrance at center of building. Porch roof is hipped, supported by turned column posts. Door has rectangular glass in it with wood panels below.

House is surrounded by redwood picket fence.

A.P. #. 501-061-08

8-17 DOLBEER AND CARSON SCHOOL - MATHESON HOUSE

c.1876

Builder. Dolbeer and Carson began operations in 1875. The school district was formed the same year.

Improvements including this structure are valued at \$400 on the 1877 assessment rolls for this parcel of land. The structure was used as a schoolhouse, until about 1887 when it was sold to Matheson who presumably made alterations to accomodate family use.

Architecture. The floor plan is square but roofs meet in a "T"; the top of the "T" facing the road. The main house is a one and one-half story center gable. The back house is a one story, gable roofed cottage with rear gable breaking to a sloped roof, a modified saltbox form.

There is no basement, the pier and post original foundation is intact and seems to be sinking into the marshland, though this impression is exaggerated by fill which has been brought in to raise Arcata Road and Graham Road.



The exterior wall material is now a simulated brick asphalt composition construction paper. In all likelihood there is either shiplap or clapboard siding under this surface. There are no evident endboards at building corners, but these are most likely beneath the composition surface.

Roof material is asphalt composition shingles. There is one chimney of brick in the main one and one-half story building and there is a metal chimney in the saltbox roof. Roof trim is sloped soffit and boxed cornice, without frieze, at eaves. At gable ends there is a plain boxed cornice.

The windows are perhaps the best indicators of the hundred years of age of the building. The flat structural opening windows have six lites in each sash, 12 panes per window; plain molding with slipsill.

The main entrance is below the center gable. The porch roof is hipped, with ornamental stickwork on the turned post roof supports; approach is from the side. The doorway is surrounded by molded trim. There are lites at each side of the entranceway; that is, glass side panels. There is a rectangular transom above the door. The door is wood and has four panels. The house is surrounded by a redwood picket fence.

Further Information. John E. Matheson was born on Prince Edward Island in Canada; he is recorded in the Great Register of Humboldt County for 1884, as being 31, naturalized in 1879, and a blacksmith by trade.

The Matheson Brothers operated a blacksmith shop in Jacoby Creek according to a May 10, 1876 news article in the Susie Baker Fountain Papers.

John Matheson was deeded the property by Dolbeer and Carson in 1887, but paid assessments on the land in 1886. The land and house were sold to Ebenezer O. Chamberlain, of Wisconsin, 37 years of age, in 1888 and he appears on that assessment.

The 1891 assessment shows Sarah Robinson as owner and includes as personal property a library, the only one listed in the 1891 Jacoby Creek assessments.

The well serving the house even now was dug 100 years ago and served the entire Dolbeer and Carson community.

A.P. #. 501-081-01

8-18 GEORGE RICE - GEORGE HENRY HOUSE

c.1904

Builder. George Rice built the house in 1904 with the help of his brother Orville.

Architecture. A planbook design, square in plan, the house has a compound roof: one end low hip, the other medium gable; with a pyramidal roof over a front room off the main building and veranda.

Siding is wood shiplap, with endboard details at building corners.

Foundation is pier and post; roofing is asphalt composition. Roof trim at eaves is decorated boxed cornice with sloped soffit and frieze. A portion of the frieze is plain, part is surfaced with diamond pattern shingles. Roof at gable ends is close to wall.

Windows have flat structural openings. There are bay windows at one end of the veranda. Shelves above windows, plain trim, lug-sills, and pendants below in line with trim. Windows are double hung, single pane per sash. There is ornamental stickwork, brackets, and turned posts on the veranda. The door has frosted rectangular glass above with decorative paneling below, including triangular shaped insets with sunburst rays as panels.

Further Information. George Rice married Alfreda Henry, daughter of Francis Henry (location 8-5); he sold the house to George Henry his brother-in-law about 1910.

George Henry's son, Ernest, still lives there. The house has been in the same family since it was built.

A.P.* #. 501-082-13



8-20 SAM GETCHELL HOUSE

c. 1884

Builder. Sam Getchell apparently built the house before the 1885 assessments, which values the 3.84 acres of land at \$40 and the improvements at \$100.

Architecture. Plan is rectangular. Main building is a one and one-half story end gable; a one story salt-box cottage is attached at rear.

Exterior siding is wood shiplap with endboards at building corners.

Roofing is asphalt composition. Windows are double-hung, with six lites per sash, 12 panes per window.

Foundation is pier and post. There is a hip roofed veranda across the front of the building, supported by square posts which are capped.

Approach to main entrance is from the right side. Door is at right side of gable end; wood panels below and rectangular glass above.

There is a back porch at rear of saltbox rear addition. Eaves have sloped soffits and boxed cornices. Gable ends have boxed cornices. There is a plain frieze at both eaves and gables.

Further Information. Sam Getchell was a logger from New Brunswick.

A.P. #. 501-081-05



8-21 SAM MC FARLAND HOUSE

c.1883

Builder. Sam McFarland built this house before 1884. He is listed in the Great Register for Humboldt County of 1884 as Samuel Wellington McFarland, 44 years of age, lumberman from New Brunswick naturalized in 1884. The property appears in the 1884 assessment rolls as 2.83 acres, Sec 9 (5N1E) \$10 for land, \$300 for improvements and personal property. The land is allocated to Eureka. There is no assessment for 1882. Dolbeer and Carsen deeded land to Samuel W. McFarland, March 6, 1882.

Architecture. The structure appears to have been built in stages, before 1890. Plan view is C-shaped.

Structure is two 1-1/2 story gable roofed buildings joined by a wing. Entrance is through an enclosed veranda, there are twin gabled dormers in the front structure. The main entrance is in the center. Siding is shiplap with endboard trim; windows have modest shelf above, slipsill below. There are boxed cornices, with frieze at eaves and gable end.

Windows are double hung, double sash, each sash has six lites; original windows have 12 panes.

Further Information. Sam McFarland was married to Ellen Wilson, sister of Mrs. William Carson, and he worked as a foreman for the Dolbeer and Carson Company. He was of Scottish descent, she of Irish, though both were natives of New Brunswick.

Will McFarland was Sam's son. He was born in this house. Sam was quite old when Will was a boy. Will married Bertha Smith, the daughter of John Smith.

A.P. #. 501-081-06



8-22 SAM MC FARLAND BARN

c.1888

Builder: Sam McFarland marked completion of this barn October 21, 1888, with a barn social which was reported in the October 24, 1888, Times

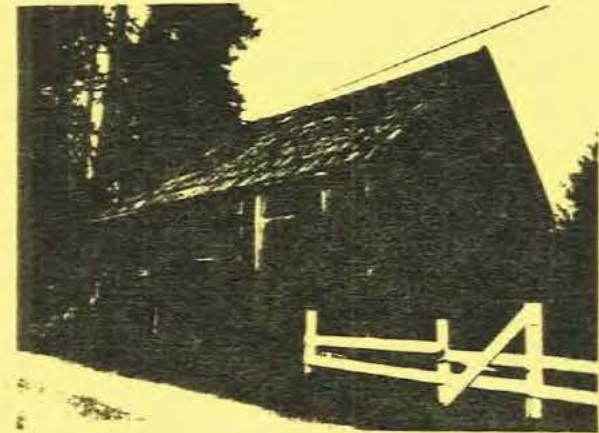
Architecture. Medium gable, hand split shakes, vertical plank siding, seems to be all redwood, entrance is into side of barn through a roller door. This design has been called a New England style barn.

Further Information. Humboldt Times, October 24, 1888:

Mr. McFarland, knowing that Harrison would be elected this fall and that consequently there would be large crops next year, he has lately built a large and commodious barn, and on the eve of the 21st he celebrated the event with a "barn social." About 75 people were present, including quite a number from Eureka. Mr. and Mrs. McFarland did the honor of the occasion with grace and heartiness that could not be surpassed.

Mr. McFarland was evidently a democrat.

A.P. #. 501-081-07



8-23 FRED GETCHELL HOUSE

Summer 1876

Builder: New Brunswick logger, Frederick Elliott Getchell is mentioned in the May 10, 1876, edition of the Humboldt Times:

Fred Getchell will build on 30 acres purchased from Dolbeer and Carson.

The West Coast Signal for June 6, 1877 reports a picnic at Fred Getchell's so the house was apparently completed by then.

Architecture. The house is a one and one-half story front gable with return boxed cornices, 12 pane windows, endboards, shiplap siding, offcenter entrance, vertically divided transom above 4-panel door, narrow sidelights to each side of door. Very similar to Lauffer-Anvick and Hill house (locations 9-15 and 2-04 respectively). There is a hipped-roof addition at rear of house.

Further Information. The 1884 Great Register lists Frederick Elliott Getchell; 37, naturalized 1879, New Brunswick lumberman. The Humboldt-Times for January 30, 1949 obituary says Fred Getchell came to Humboldt County in 1868.

Assessments in 1879/80 are for 33.86 acres, \$300 land, \$150 improvements; the next year it is \$400 for the land; in 1885 nine acres of land were sold off but assessments remained \$400 on the remaining 24.86 acres; improvements jumped to \$150; in 1891 the land was valued at \$1,525 and improvements are \$250.

Whether this shows a constant chain of improvements to land and house, or inflation, or both, is uncertain.

A.P. #. 501-121-17



8-24 WALTER GRAHAM HOUSE

c.1905

Builder. Walter Graham is said to have built this house in 1905, according to the Arcata Union Bicentennial issue of 1976.

Architecture. The house could easily have been built much earlier, if one goes by design. It is a full two-story. Viewed from above it is square in plan. Medium gable roofs meet in a Tee, the rear roof ridge extends forward to form a center gable at the front of building. Exterior walls downstairs are shiplap wood with endboards; frieze board divides downstairs from upstairs. Upstairs exterior is wood shingle with no endboards.

Foundation is concrete perimeter at the front of building, pier and post otherwise. There are decorative fish scale shingles inset in gables, which are pedimented boxed cornices; eaves are boxed cornices also, with frieze.

The entranceway is at center of building, approach from the front. The porch roof is hipped. There is decorative stick work and turned posts supporting the porch. Windows are undivided double-hung, double sash, with plain trim, slip sash and ledges above.

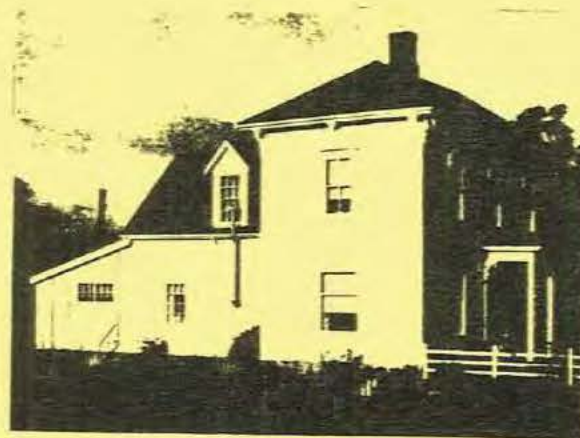
Further Information: Walter Graham is the source of the name for the road. He was a logger.

8-25 CAMPBELL-SMITH-MONROE HOUSE

1871-1897

Builder. August 19, 1871, Austin Wiley and Isaac Minor sold 59.75 acres to William Nixon Campbell for \$3,000. The 1872 assessments for Wm. Campbell is \$1,400 for land, \$150 for house and livestock. The area was sold to John Smith sometime before May 10, 1876, for \$4,000. Smith's assessment in 1891 was on 94.5 acres, land at \$2,100, improvements at \$500. The implication is that the value of the land per acre for assessment purposes changed little; if we accept that and generalize it would seem that there were building improvements on the place when Smith bought it, but that he improved the outbuildings some more prior to 1891. The Smith's daughter, Margaret, married John Monroe and he added the front house.

Architecture. The illustration shows clearly how the house was built in stages. It is an upright and wing, T-shaped in plan view. The main building is a full two-story and has a hipped roof. The wing is a one and one-half story gable roofed building with shed roofed addition at rear.



Windows on the wing have 12 panes, six lites per sash, but in the main building windows have larger sheets of glass. Upstairs windows on main house are divided, two panes per sash, and are double-hung. Downstairs windows have transoms above and single sheet of glass in movable sash. The rear wing has a gabled dormer with overhang.

Entire building is surfaced with shiplap wood siding, with end boards. Pier and post foundation. Metal chimney in shed roofed addition at rear, brick chimney in center of main building.

Decorative details at eaves and gable end of wing are boxed cornice with frieze. Windows have modest shelf, plain molding and lugsill with flat structural opening.

Main building is more ornate; eaves of hipped roof have boxed cornice with brackets, dentils and frieze. The windows upstairs are surmounted by a shelf with brackets and dentils which repeat the decorations at the cornice. Central entrance downstairs is covered by hipped roof porch which is supported by squared posts, with decorative stick work.

Further Information. William Nixon Campbell was 47 in 1884 and from Pennsylvania. John Smith was from New Brunswick, born 1833, died 1913; came to Humboldt County in 1855. His wife, Marguerite Isabel McKinsey was born in 1843 in New Brunswick and died in 1908; she was married in 1869 in New Brunswick. John had returned for that express purpose. The farm was operated as a dairy by them, increased assessments may reflect construction of outbuildings and increase of herds. Their daughter, Margaret Smith, married John Monroe in 1896. John Conrad Monroe was born in Iowa in 1870. There were four children: Wilbur, Ernest, Curtis, and Bertha. Bertha now lives in the house. She reports that her father John built the front house within year of marriage, by 1897.

A.P. #. 501-061-09

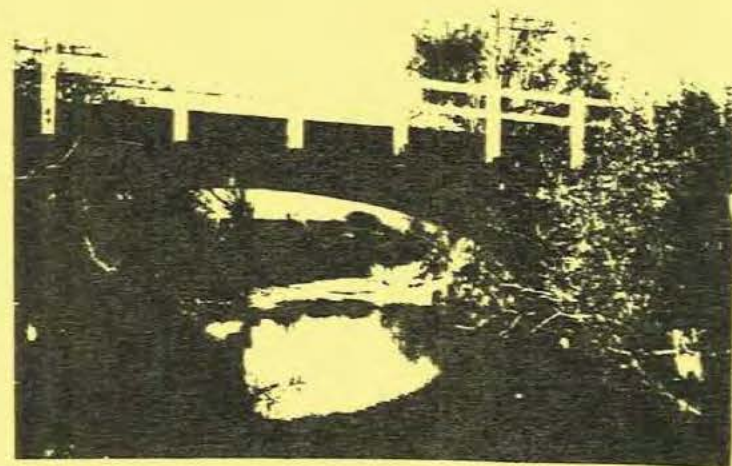
8-25 a JACOBY CREEK BRIDGE
(4C-182 P.M. 7.49)

built before
April 1928

Builder: a drawing of the bridge in the Humboldt County Department of Public Works files indicates that in April 1928 it was widened from 16 feet to its present width of 24 feet. It was not possible to determine who built the bridge.

Architecture: This is a spandrel, reinforced concrete, earth filled arch. Its original length was approximately 79 feet 6 inches and original width 16 feet before it was widened in 1928. Its current length and width is 24' X 83' 6".

Further Information: It appears that the span provides inadequate flow capacity for high waters due to local rain storms. On the other hand, it has been here since 1928.



8-27 COADY HOUSE

c.1900

Builder. It is known that James Coady owned the property in 1900 and assessed value of land was \$1,050. Land assessments for the 1901 and 1903 were \$1,050 on the 15 acres of land and \$300 on improvements. The house appears older. It may have been moved onto the property or not reported on the assessments.

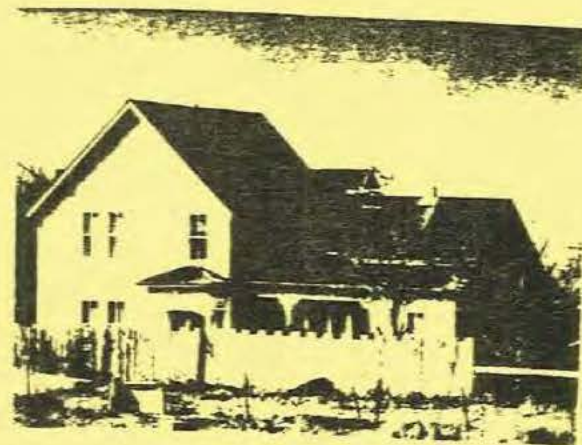
Architecture. The house is an upright and wing. The upright is a full two story high gable with chimney at center, originally brick and now metal. The wing is a one story with medium gable roof breaking to shed roof at rear.

Exterior siding is now asbestos shingles, with endboards. Plain boxed cornice with frieze. Plain molding around windows. Windows suggest construction date after 1890; there are two large panes of glass per sash, four lites per window.

Two entrances into the house, main building entrance is at gable end, off center, wing entrance is into side adjacent to main building. There is a veranda on the wing, a portion of which is enclosed to form a room. Portico over main entrance and roof over veranda are hipped. Turned posts support the roof, there is decorative stickwork.

Eaves of main building have sloped soffits; gable ends have boxed cornices. There are return cornices at gable end of wing, and decorative boxed cornices with ogee decorative sectional curve.

Further Information. 1884 Great Register of Humboldt County records Coady as 29, from Ireland, farmer, naturalized at Table Bluff in 1877.



8-28 McGUIRE BARN

Builder. In the 1879/80 assessment on this parcel of land, 22 acres is valued at \$500 and \$150 is value of improvements. This may have included barn in this photo. Owner at the time was Charles McGuire, a farmer from Maine.

Architecture. This is a prairie style barn with open peak ventilation, sometimes called "top hat barn." There is vertical board siding on the upper portion, horizontal boards on lower portion. Entrances are at gable ends.

A.P. #. 501-071-07



8-29 McKENZIE HOUSE

c.1886

Builder. Peter McKinzie appears as owner of this parcel in the 1887 Jacoby Creek assessment. The one acre is valued at \$40, improvements are valued at \$350.

Architecture. House is a one and one-half story high gable with off center front entrance, and one and one-half story rear addition. Peaks of roofs form a Tee. Plan view is rectangular, narrow end at front. There is a one story hipped roof addition behind rear wing.

Brick chimney at center of main building; shiplap siding; end boards. Windows extensively modified. gable with boxed cornice overhang on rear section. Veranda across front of house with hipped roof and carpenter gothic trim at posts.

Further Information. Peter McKenzie was brother to Mrs. John Smith (location 8-25). He was born in New Brunswick in 1836, came here in 1868, married Florence Wetherby in 1889, worked as swamper in the timber industry; was driver of a log car for Freese and Vance at Ryan's Slough, in 1869. According to a Humboldt Times article of July 17, 1869, which reported him hurt. He died in Humboldt County in 1919.



8-30

McADAM-BARWISE-WILL McFARLAND HOUSE
SECOND BAYSIDE POST OFFICE

c.1884

Builder. George Conners sold an eight rod by 20 rod parcel to David McAdam on March 22, 1884; this one acre parcel is recorded on the 1884 assessment without improvements, but appears in the 1885 assessments with \$50 valuation for land and \$300 for improvements. Apparently, the house was built during 1884.

Architecture. House is a tidy little one and one-half story upright and wing, with an enclosed veranda or sun room entrance foyer. Front facing and wing medium gable roofs have return cornices. Viewed from above, gables meet in an L-shape, veranda is roofed with a hipped roof.

There are boxed cornices of ogee section with frieze all around.

Windows on main house are double-hung with two large panes of glass per sash, four lites per window. Very slight shelf above, with lugsill below, molding is plain.

Windows of enclosed veranda are fixed. They are regularly divided vertically in a pattern with two large sections below, and four smaller panels above. The panels above are one quarter the area of the panels below (see illustration).

Brick chimney in wing, pier and post foundation, shiplap wood siding, endboards.

Home has redwood picket fence.

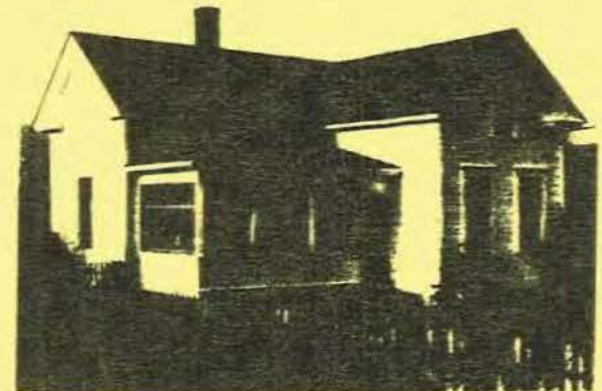
Further Information. David McAdam was from New Brunswick, a surveyor, he was naturalized in 1877.

This home passed from David McAdam to his wife, Agnes, October 4, 1886, then to Lizzie Barwise, August 22, 1901, then to William McFarland, August 8, 1914.

Other families who lived there included the Hector Morrison family, which leased the house.

A Mrs. Griswold operated a post office here, on the front porch.

A.P. #. 501-061-13



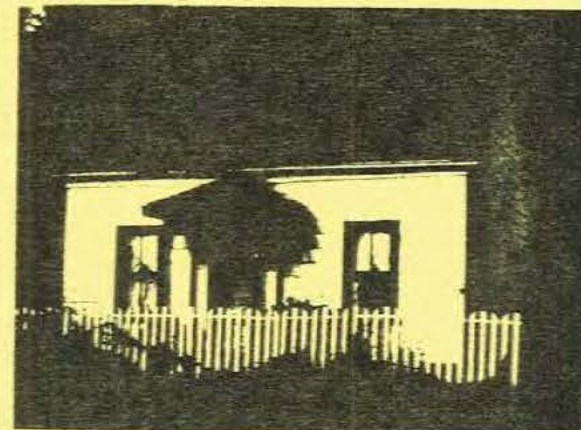
8-39 FIRST JACOBY CREEK SCHOOL - PINKERTON HOUSE c.1876

Builder. This building was a portion of the first Jacoby Creek Schoolhouse and was originally located where the second Jacoby Creek School building now sits, Location 9-01; it was moved to its present location by a Mr. Pinkerton in 1903 and altered to make it suitable for family residency.

Architecture. Very elementary vernacular design; one story, medium gable roof; hipped portico with decorative turned posts; simple plain moulding about double hung windows, two lites per sash, four panes per window, picket fence. The eaves have boxed cornice and frieze, gable ends are boxed (no cornice) and have frieze. Original exterior siding was apparently clapboard, but sheathing is now asbestos shingles. Entrance at center, door has rectangular glass above, two wood panels below.

Further Information. There were a few Pinkerton's in the area: 7-06, 7-08, 7-09 and 8-03.

A.P. #. 501-011-10



8-40 MC CLASKEY HOUSE

c. 1905

Builder. John McClaskey transferred ownership of this 21 acre parcel to Reuben and Edith McClaskey on January 20, 1904. The assessment for that year shows land valued at \$1,260; and no improvements. Assessment for 1909 shows land at \$1,200 and \$500 for improvements. Verbal information from Mrs. Anvick and Ernest Henry is that the house was built in 1905.

Architecture. There are at least two unusual features; a bell-cast hipped roof and extremely narrow clapboard siding which continues around porch columns. Plan is basically rectangular with a room at the rear which juts out to the side. It appears to have been a pantry.

Boxed cornice with frieze all around, shelves above windows, with plain mouldings and slipsills. Windows are double hung with generally a single pane per sash.

There are at least three entrance ways: The main entrance is at front center, off a recessed veranda. Door has rectangular glass panel above.

There are also two side entrances: one door of paneled wood into the pantry room mentioned earlier; off a shared recessed porch is door into the kitchen. This has decorative glass panels in a lattice work design of small squares about a central vertical rectangle.

House is surrounded by picket fence.

Further Information. Apparently Frank Maxwell lived here also.

A.P. #. 501-022-12



8-41 MC CLASKEY BARN

c. 1905

Builder. Reuben McClaskey (see 8-40)

Architecture. Long, wide gables roller doors open shed at side for feeding stock.

A.P. #. 501-022-12

8-42 KANE HOUSE

c. 1905

Builder. September 6, 1905, Albert Bayreuther sold this one acre parcel to J.E. Kane for \$250. The assessments that year show no improvements; the 1909 assessments is \$600 for improvements. Mrs. Partain says Kane built in 1905.

Architecture. One and one-half story house, appears there was originally a separate two story water tower at rear which is now attached by gable roof addition to main building. Plan view of main building is upright and wing, L-shaped. The "toe" of the "L" faces forward, with a return cornice gable and downstairs bay window. There is a one story hipped-roof glass enclosed veranda sun room which extends along the remaining length of the wing front of house.

The wing has a gable dormer with overhang, there is a vent in the top of the gable. The end gable of the wing has return cornices. All cornice moldings have a cavetto section;

Exterior siding is wood shiplap. There are endboards along outside building corners. House has wood shingle roof. Main building windows have slight shelf above, plain moulding, and lugsill.

Further Information. John Ewing Kane was born in 1864 in Ireland, came to Humboldt County in 1885, worked for several lumber companies. His daughter was Sadie McCutcheons, who was a bookkeeper for Brizard's. His first wife was sister to Sheriff Redmond, she too was from Ireland.

A.P. #. 501-022-07



Builder. Duncan Campbell Weatherby is recorded on the 1890 assessment as owner of this 4.5 acre parcel. Land is assessed at \$200; improvements at \$700. Up through 1888 assessments, there is no record of this parcel. Implication is that construction was in 1889.

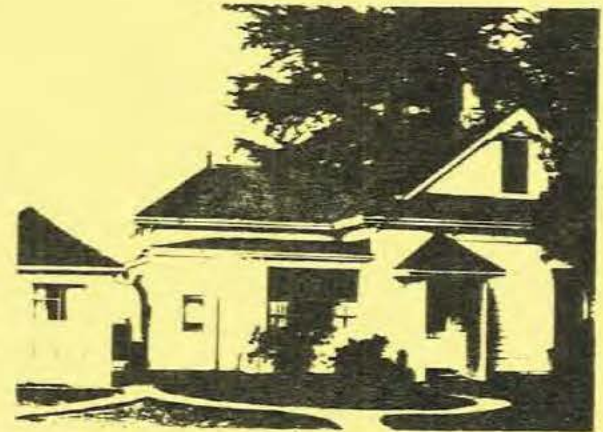
Architecture. This is an upright and wing with hipped roofs. The upright is one and one-half stories and has an extensive triangular dormer at the front. The extension siding is wood shiplap with endboards. There is bargeboard ornamentation in the dormer gable. Congé section molded boxed cornices all around with brackets and frieze. All windows have hood with brackets; two lites per sash; double hung; two sashes per window; four panes per window. Brick chimney at the peak of the hipped roof of the upright main building and a metal chimney at the extreme ridge of the hipped roof on the wing of the building.

At the front of the wing is a stepped down hipped roof, which joins the wing below the frieze. It appears that this may once have been a veranda which has been enclosed. A sort of bay window extends forward here, so that one side is flush with the upright. There are three sashes to this window; the center sash is twice as wide as the two sashes which adjoin it. The smaller side sashes are each two lites wide and four lites high. The central sash is four lites wide, and four lites high. Wood Mullions hold the lites in place.

A side entrance is covered by a shed roof which is supported by ornamented brackets; the front entrance is into the main building or upright off center. It is covered by a hipped roof portico which is supported by square posts. Space between supporting posts and the exterior walls is filled with a lattice work trellis.

Further Information. The 1875 voter registration as reported in Redwood Researcher Volume IV, No. 2 reads "Duncan Campbell Weatherby, 38, New Brunswick, logger (resident) Eureka, naturalized July 12, 1871 in Humboldt County." We may surmise that he was born about 1837. The Susie Baker Fountain Volume 37 reports that Weatherby died in 1899, came to California in 1851, Humboldt County in 1861. Joanna Weatherby, relation to Duncan unknown, sold the property to Hester Orcutt on August 6, 1908. Hester was a member of the Pinkerton family (Location 7-08). Her obituary as reported in Susie Baker Fountain Volume 26, said Hester was a native of Lynfield New Brunswick and lived in Bayside for 49 years, before moving to Eureka where she lived for 13 years before dying in 1947; the suggestion is that she lived in Bayside from 1883 through 1932; it is uncertain what relationship she was to Pinkertons.

A.P. #. 501-022-09



Builder. The 1885 assessment on this 43.5 acre parcel was \$1950 for land and \$50 for improvements. Archibald Nicholson, owner; 1888 assessments the same. The 1890 assessment is \$1150 for land; \$600 for improvements. The implication is that the house was built in 1889, and that there was a barn or small house on the place prior to that.

Architecture. This is a one and one-half story structure. Roof shape is a high gable with intersecting offset gable (ridgebeam of intersecting gable is below ridgebeam of main roof). The effect is distinctive, may be of a vernacular form derived from Prince Edward Island, Nova Scotia (see Further Information).

Old photographs indicate external wall material was originally wood shiplap siding downstairs with special decorative shingles upstairs in gable ends, and special flange moldings making division between floors. Exterior sheathing is now wood shingles; and, although well-maintained, these may possibly have been on the house for many years - date of sheathing is uncertain.

There are boxed cornices with frieze at gable ends and eaves. Molding is still apparent between floors.

Windows have modestly detailed molding and slipsills. There may have been some exterior modifications in window treatment when shingle sheathing was applied. The downstairs windows below the offset gable are of a configuration which suggests 1920's architecture. A bay is formed by three windows. The center window is completely framed, double hung, two single pane sashes. Windows to each side are more narrow and have a transom in upper third, and movable casements below.

Roof material appears to be asphalt composition shingles. There is a brick chimney in the roof. There is also a metal flue.

There are two features of the building which are particularly unusual: Interior walls are plastered. There are double hung doors at the front entrance. A. Nicholson's name is engraved in glass above the entrance.

Further Information: Susie Baker Fountain Volume 23 reports that: A. Nicholson was born December 28, 1843, on Prince Edward Island, son of Angus and Sarah Stewart Nicholson, received elementary school education and between 18 and 25 he was a sailor crossing the Atlantic Ocean 40 times on sailing vessels and mail steamers. Came to San Francisco at 25 years, became seaman on steamer between San Francisco and San Diego. Worked on the steamer "Olympic" between San Francisco and Eureka.



p. 85

From 1870 to 1885 he was employed in the woods of Humboldt County. In 1887 bought place in Bayside where he retired. (This differs from assessment records, see Builder above).

He died April 18, 1897, (according to SBF). Western Watchman reports Archie Nicholson death April 24, 1897 issue; reports his wedding to Sarah Louise Davis Mitchell in November 27, 1886, issue. She was John Mitchell's first wife.

A.P. #. 501-111-01

9-01 SECOND JACOBY CREEK SCHOOL

c.1093

Builder. This was also the site of the first school, which was later moved to location R-30. The school district was organized in 1875, built first school at cost of \$550 in 1876. This second school building was constructed in 1903, and modeled on the second Hydesville School. Arcata Union February 7, 1903: "Bayside's new shcool building is about ready for teachers and pupils." The article goes on to say that the building contractor is W.G. Moha and it was built at a cost of \$4,200.

Architecture: The schoolhouse sits by itself, L-shaped in plan, one story with a basement, wood exterior wall material. Shiplap in basement walls up to a frieze at base of first floor. Clapboard siding on first floor up to a decorative molding three-fourths of the way up the first floor. Above this molding are round ornamental shingles up to a frieze below the cornice.

Roof shape is a full return cornice front gable, and hipped wing. There is a brick chimney in the center of the wing. There is a steeple tower worked into the front corner union of front gable and wing, the lower portion of this tower serves as a recessed main entranceway. Decoration at eaves and below front gable return is boxed cornice with frieze and brackets. Trim and gables is boxed cornice with plain frieze.

Windows are triple sash with top sash immovable and other two double hung, single pane per sash. Molding on wall between clapboard and shingles is in line with bottom frame of third sash.

Tower has pyrimidal roof, boxed cornice with frieze, three arches with circular columns which are capped with decorative scrollwork. Tower is surfaced with circular fish scales, there is a circular ventilation grate. Entrance arch is semi-circular

Glass panels to each side of main door, glass transoms over the door, double doors of glass. Stairs did approach from front, but are being reconstructed.

Further Information. Private family now owns the building and is presumably extensively modifying the interior.

A.P. #. 501-011-06



9-05 J. VENNING NELLEST-WILLIAM ZUCAR-AMY SMITH HOUSE c.1889

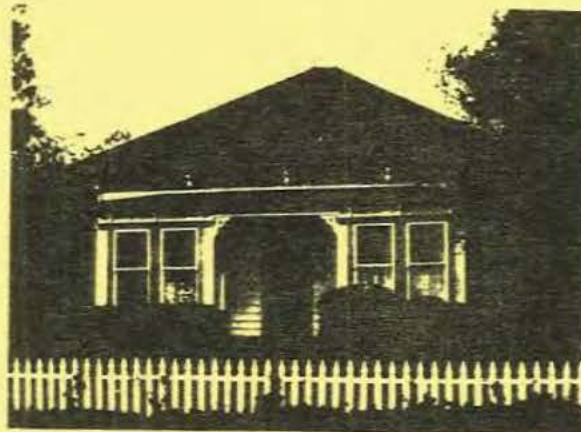
Builder. J. Venning Nellist was deeded two acres by Mary and Joseph Nellist, his parents, on February 11, 1887. J.V. married Edith Mitchell a year later. The house was probably built somewhere around this time, however, it first appears on assessments in 1891.

Architecture. The house was quite possibly built in stages. There is a gable roofed section attached at the rear. The main building is hip roofed. The total building is rectangular in plan.

Bay windows at front are joined by a roof, all of which together form a recessed front entrance (see photo 9-05). Both porch roof and main roof have boxed cornice and frieze, with ornamental bracket trim. House is surrounded by a picket fence. There is ornamental trim about the entrance way and a little white picket fence.

Further Information. J. Venning Nellist sold the house to Jeanne Zucar on November 7, 1908. She and William Zucar sold it to Amy Elizabeth Smith on March 16, 1912. Amy Smith married Charles Monahan upon the death of his first wife.

A.P. #.



9-06 ALBEE-FRED SMITH HOUSE

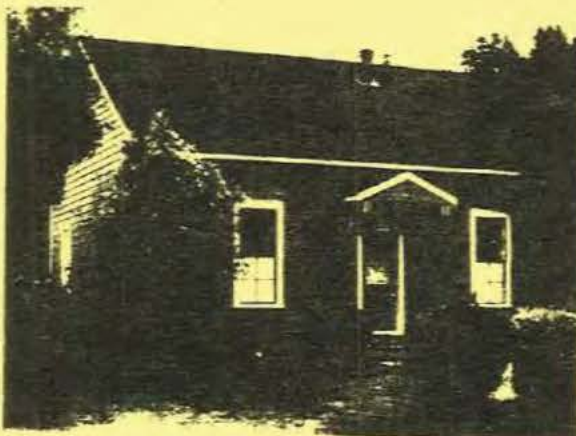
*built: c.1886
moved: c.1950

Builder. Andrew Melvin Albee, logger from Maine, built the house on two acres of land between the present post office and the Old Jacoby Creek School. The land was purchased May 7, 1886, from Mary E. Nellist. The first assessment for improvements is in 1888.

Architecture. Building was originally a one-story upright and wing. The wing was split off and remodeled as a separate structure when the building was moved.

Plan was L-shaped, and is now rectangular. The former wing now stands behind the main building. Foundation is now concrete perimeter; was originally pier and post. The main building has exterior wood shiplap siding. There are endboards. Roof is a medium gable. There is one metal chimney. There is now asphalt composition shingling

Gables have boxed cornices and no frieze. Eaves have boxed cornice with frieze. There are ventilation louvres in the gable ends.



Windows are double hung, double sash, each sash has four lites. Structural opening for windows is flat. Molding is plain, very slight shelf above, lugsills below. Windows have eight panes.

Main entrance is at center, front approach stairs. Door is surmounted by a divided transom. Single rectangular glass pane in door; one wood panel below. Porch is supported by ornate decorated brackets.

Further Information. Mary Nellist was later married to Albee; and became his widow, so the land came back to her with improvements. She sold the land and house to Fred W. and Annie L. Smith on November 1, 1900. The house was moved after Annie Smith died in 1950. Dallas Burgess moved the house.

A.P. #. 501-011-22

9-07 GREENOUGH-McCLASKEY HOUSE

c. 1884

Builder. Erastus Bruce Greenough of Vermont, school teacher, purchased 5 acres from George Connors on March 22, 1884. The 1885 assessment shows \$400 for improvements on the land, indicating a substantial structure. This is most likely the large house.

Architecture. The house is an upright and wing. The gables form a tee, however, there is a shed roof addition at the rear, so the plan is now L-shaped in form.

The main building is one and one-half stories; the wing and addition are one story.

There is no basement; foundation is pier and post.

Exterior wall material is wood shiplap with endboards. There is additional wood trim modeled in English Tudor lines. Roofs are medium gable with return cornices on the main building and at rear of wing. However, the front section of the gable sweeps forward in a concave curve. Roofing is now asphalt composition shingles.

Eaves on main building are ogee boxed cornice with frieze. Eaves at rear of wing are the same, however, at front of wing the eaves have sloped soffits. Gables have ogee, boxed cornices.

Windows have a flat structural opening and vary in detail. All windows have plain molding and slipsills. Front windows downstairs are fixed, with single pane below and transom above. The transom is divided into four panes by vertical molding. Upstairs window in front gable end has lites at side and a double hung window with two single pane sashes in the center. Windows in the rest of the house have single pane sashes and are double hung, or have double pane sashes and are double-hung.

Main door enters into the side of the main building. Entrance stairs are straight on, swept gable roof extends over the porch and is supported by a squared post.

The house has been extensively remodeled inside. Wood removed from the interior walls was "beautiful" according to one informant. Two foot timbers run full length of house.

Further Information. Greenough deeded his interest in the five acres to George McClaskey December 18, 1886. The McClaskey daughter married William Quear and McClaskey deeded one acre to Quear to build a home (Location 9-10). The water line for Location 9-10 still runs from Greenough-McClaskey house.

A.P. #. 501-031-13



9-08 HARVEY MONAHAN HOUSE

c.1912

Builder. Andrew Anvick built the house for Harvey Monahan who was deeded the land by his father, Charles, May 20, 1912.

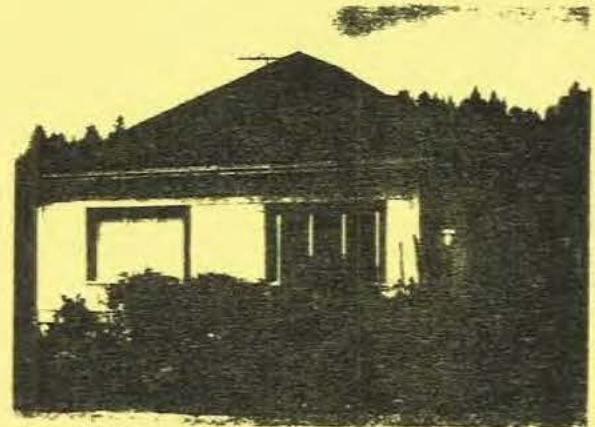
Architecture. House is rectangular in plan, but is composed of two hip roofed sections joined by a low gable roof section.

One story house; now has concrete perimeter foundation, but was originally pier and post; the siding is wood shiplap with end boards.

Roof trim at eaves is ogee boxed cornice with freize.

Windows have been extensively modified, but have flat structural opening and plain molding. Main entrance way is into gable roofed section joining hip roofed sections.

A.P. #. 501-011-02



9-09* SECTION CREW CABINS, TRAIN SHEDS, COOKHOUSE,
FLANIGAN, AND BROSNAW SHINGLE MILL

9-10 QUEAR HOUSE

c.1895

Builder. William Quear was deeded one acre of land by George McClaskey on March 22, 1884. He built one house and another existing house was moved across the creek and joined later. It is most probable that the cottage at the rear was built by Quear and that the one and one-half story house in the front was the add-on.

Architecture. Plan is tee-shaped. Front building is one and one-half story gable roof; rear is one story gable and shed roof. Foundation material is now brick perimeter with pier and post inside; was originally all pier and post.

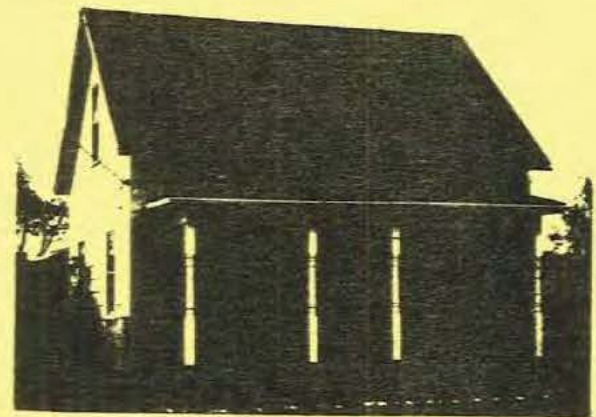
Siding is now asbestos shingle but was originally shiplap wood.

Roof on front building is high gable. On rear building is medium gable with shed roof extension. Roof trim at eaves is projecting with no rafters exposed; at gables edge of roof projects with no decoration.

Window structural opening is flat with plain molding and slipsill. Two sash windows are double hung; two panes per sash. Open veranda with turned posts, stairs approach from side.

Further Information. Interior of house has been extensively renovated. Square nails were used in construction. Water line runs from neighboring house, 9-07.

A.P. #. 501-031-04



Builder. David Oscar Nellist built the house at the time of his marriage to Maude Orr; the land was deeded to him by his mother, Mary Ellen Nellist, August 18, 1904.

Architecture. There are associated outbuildings, but the main house stands alone. It is complex in plan; the main building has a hip roof with two planes extended upwards to a gable and with one plane extended forward to form an end gable over bay windows at front of house (see photo 9-11). There are additional roof-lines over the partial veranda at front of building and added rooms at rear of main building. Plan is essentially a square with long sides of rectangular additions joining at rear.

House is basically one story but roofline is irregular. Exterior wall material is wood shiplap siding, with fishscale decorative wood shingles in gable ends. There are endboards at building corners.

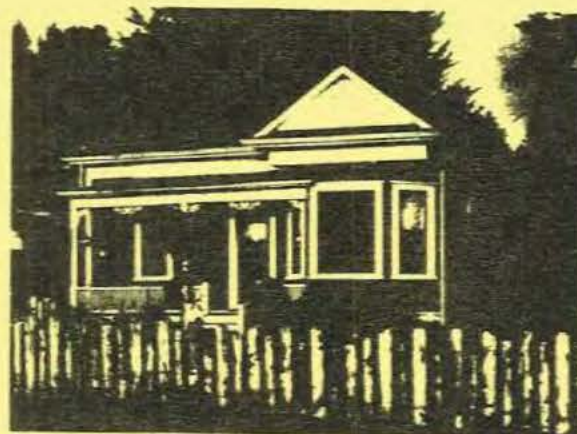
Roof trim at eaves is ogee boxed cornice with frieze. Roof trim at gable ends is dentil decorated boxed cornice with frieze on pedimented gable over front bay; without dentil decoration on other gable ends.

Windows have flat structural opening with shelf above and lugsill below. In general windows are two sash single pane and double hung. The main bay window has a geometric stained glass transom with small squares of colored glass as a border.

Open partial veranda at front of house with central entrance. Plain molding around door. Rectangular glass in wood door with panels below. Turned posts support porch roof which is trimmed with decorative cutout bargeboards and brackets. There is a stickwork railing and bannister. House is surrounded by a picket fence.

Further Information. The house with all its gingerbread ornamentation is an example of so called Victorian Cottage architecture developed from carpenter's plan books at the turn of the century.

A.P. #.



9-12 JACOBY-WILEY-PARDEE-JOSEPH & MARY NELLIST HOUSE c.1850
moved 1950

Builder. Augustus Jacoby, native of Prussia, and his wife, Elizabeth, native of Nova Scotia, had a claim in the Jacoby Creek area by 1853 according to the Arcata Union "Bicentennial Issue." Architectural evidence suggests the Jacoby's built their house upon taking possession of the land.

Architecture. House stands alone; is rectangular plan. It is one story. There is no basement. Foundation material is wood; house was built on four heavy hand-hewn timber skids; was placed on pier and post foundation when it was moved, in 1950, to its present location from a nearby hill.

Exterior wall material is plain wood shingles with shiplap siding at gable ends. There are timbers at building corners. Roof is a low gable, now with composition asphalt shingles. Roof trim at eaves is projecting with rafters exposed, and frieze. At gable end roof projects with no endboards but with frieze.

Windows have a flat structural opening; double hung; double sash, with slipsill; now single pane per sash, but originally six pane, as evident in Arcata Union "Bicentennial Issue" photograph.

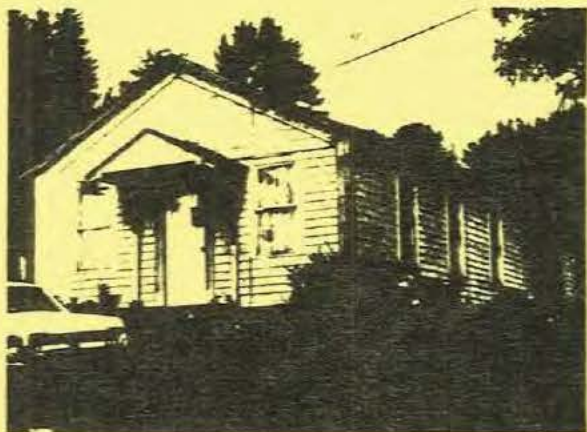
Main entrance originally off-center in long side of house, but is now at center gable end. Door is wood with single panel below and rectangular glass above. Stairs are straight, approach from front. Portico is gable roof supported by triangular brackets at 45 degrees from roof. The house is a simple vernacular style, with no ornamentation.

Further Information. Augustus Jacoby was in business in the Arcata area for ten years. He built the Jacoby fireproof warehouse in Union (now Arcata), which is now a California State Historic Landmark. Jacoby moved to San Francisco after his wife died in 1861.

Jacoby sold his 240 acres of holdings to Austin Wiley, April 22, 1868. Wiley sold 364 acres to A.L. Pardee, July 15, 1871. Pardee sold 184.28 acres to Mary Nellist on March 28, 1883; this is the parcel containing the house.

The Nellist family raised eight children in the house; at least two built houses along Arcata Road (Locations 9-05 and 9-11).

A.P. #. 500-181-01



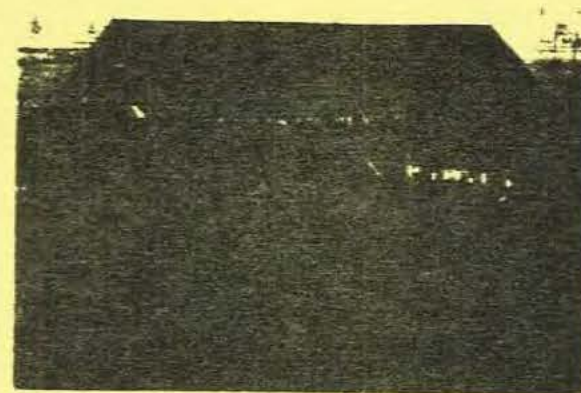
9-13 THREE C's RANCH BARN

before 1900

Builder. The barn has served as a local landmark since the turn of the century when Silvio Comisto and Philip Calanchi of Ferndale and Edward B. Carr purchased the ranch and placed it under the management of Charles Sacchi.

Architecture. Barn is oriented with gable roof ridge running north and south. Wood shingles on roof, vertical planking as siding. Roller doors at gable ends, loft doors at gable peak. Along the east side of barn are 12 window openings into stall areas.

A.P. #. 501-041-05



9-14 RHODES-MARSH HOUSE & TRINIDAD WATER TOWER

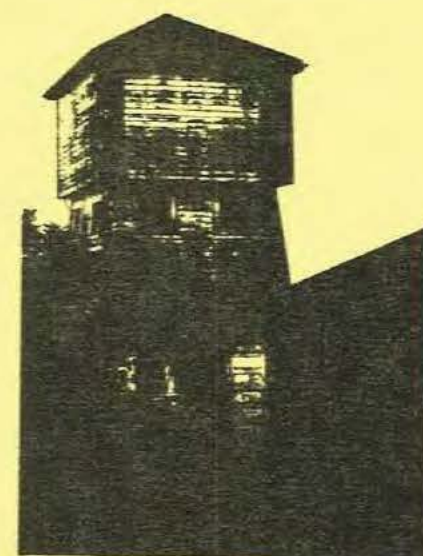
1930?

Builder. Cora and Robert Rhodes built this house. Upon Mr. Rhodes death, Mrs. Rhodes married Mr. Marsh. Date in concrete at side of house is 1930, which may be date of construction, though architectural form is more characteristic of fin de siècle.

Architecture. House is one story pyramid roof; shiplap siding; endboards; two sash plain molding windows with lugsills, one sash and transom.

The water tower is three story with pyramid, wood shingle roof with shiplap siding and end boards. Windows have plain molding, are single sash divided into six panes. The tank is said to have come from the old Trinidad whaling station.

A.P. #. 500-171-10



9-15 LAUFFER-ANVICK HOUSE

c.1889

Builder. J. B. Laufer took title to 18 acres from the estate of James Beith on August 6, 1889. Appraisal records indicate an assessment of \$75 for improvements as early as 1888, when Beith's daughter Mary Morton inherited the property, and assessments do not change markedly through 1904, improvements then valued at \$100. Architectural details suggest an early 1880's or even 1870's construction date. The house is very similar to the Charles Hill House (Location 2-04) which also may have been built earlier than 1880, and similar also to descriptions of the original Beith home. However, absent convincing evidence otherwise, the construction of the house is credited to Josiah Laufer.

Architecture. The house is situated on a knoll, the sort of special rise of land one expects the earliest settlers of a region to take, on what is now called Anvick Lane. It is rectangular in plan, a two story gable front house of the saltbox form, except that chimney is at rear second story. A white picket fence surrounds the home. The roof is a low gable.

Exterior wall material is shiplap wood siding, with endboards at building corners. The roof trim at eaves is ogee boxed cornice and frieze. Trim at gable end is ogee boxed cornice with frieze.

Window structural opening shape is flat. Surrounding detail is shelf at top with slipsill at bottom and plain moulding between. Window division is two sash, opening movement is doublehung. There are six panes per sash (12 pane windows).

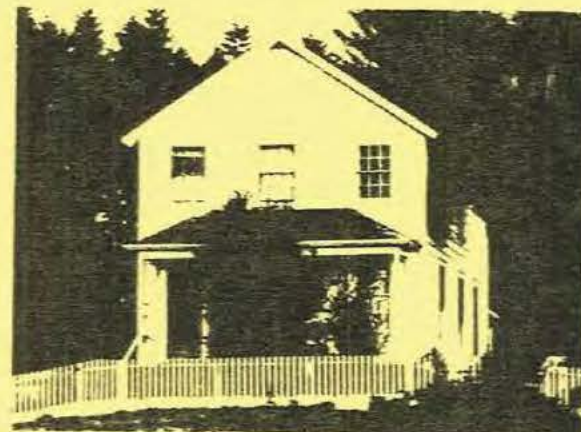
Main door is located off-center at gable end. Trim is plain moulding with transom and four panel door of wood. Open veranda with hipped roof extends across front of building. Posts are square.

There is a one story addition at rear with gable roof and a lean-to with shed roof which contains plumbing - bath and wash room. There is an open side porch and entrance attached to rear addition.

Further Information. From Laufer, land passed into the possession of Charles Grotzman. He sold it to Andreas Klingson Anvick (or Anvig), a native of Norway, on November 16, 1901.

Anvick was in Hawaii prior to 1891, when he came to Humboldt County. His daughter-in-law, Emma, was teacher and principal in Jacoby Creek School for many years. His son, Clarence, was first Master of Dayside Grange, organized in 1932.

A.P. #. 500-172-06



9-16 MORTON HOUSE

between 1864 & 1891

Builder. Probably William H. Morton

Architecture. House is associated with various outbuildings (see 9-17). The original plan appears to have been one and one-half story upright with one and one-half story wing. There is a gable roofed extension at the rear. The wing has a brick chimney. Roof is now asphalt composition shingles. The house was moved to its present location from the flats to the west (see location 9-16* on map). It is now on a concrete perimeter foundation, but was originally on piers.

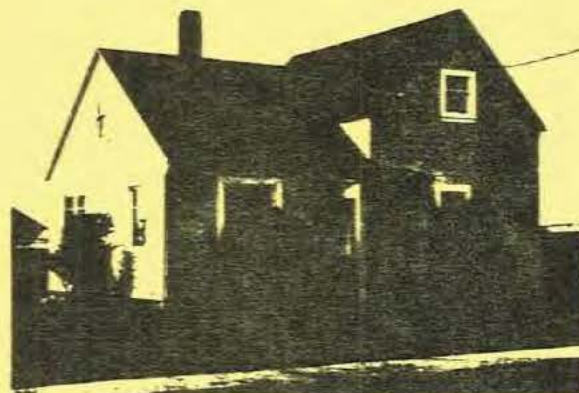
Siding is shiplap wood with end boards. Plain boxed cornice with frieze same width as endboards at gable ends; close eaves.

Windows are flat structural opening, one sash and transom with plain moulding and lugsill; double-hung.

Main door location is at union between upright and wing at front of house. Plain moulding around entrance, square wood posts support low gable portico; no ornamentation.

Further Information. See text for location 9-18 for further information concerning the Morton family.

A.P. #. 500-171-15



9-17 MORTON BARN

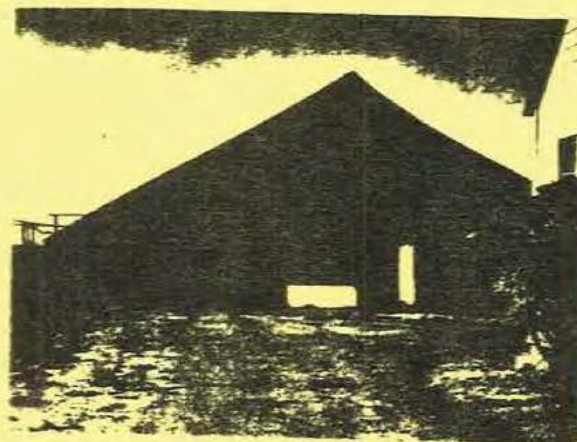
After 1864, before 1891

Builder. Probably William H. Morton

Architecture. Gable-roof, eaves extended on south side to form stables, wood shingles; top-hat style, open peak ventilation; end entrances, sliding doors and hayloft; vertical plank siding.

Further Information. William H. Morton purchased 120 acres from S.P. Jornegan on March 19, 1864. 1891 assessments show \$300 improvements. Mrs. Emma Anvick, who moved to the area in 1905 remembers the barn as being there then.

A.P. #. 500-171-22



9-18 BEITH CREEK (pronounced "beef")

This creek is named for James Beith of Scotland, who settled 160 acres between Buttermilk Lane and Anvick Road. Beith was a corset and umbrella merchant in Greenwich, Scotland before arriving here in 1852 with three children 11, 5 and 7. The eldest daughter, Mary, was wed to William H. Morton of New Hampshire, September 22, 1855; he 26, she 15; Augustus Jacoby was witness.

Mary Beith Morton inherited her father's property in 1888. There were four Morton children: James Edwin Morton; Minnie Morton Smith Hall; Alice Morton Greenough Pardee; Ida Morton Snider.

9-19* BEITH CREEK BARN AND ORCHARD

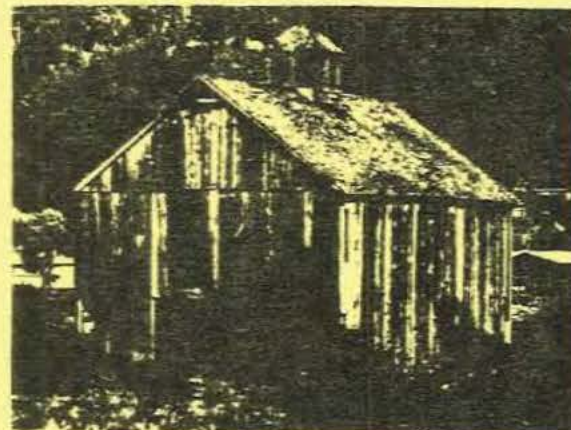
c.1860?

Builder. The area was originally settled by James Beith in the 1850's. He may have built the barn and set out the orchard.

Architecture. The barn was razed in summer of 1977, and the land is being filled, apparently for some future development. Barn had a medium gable roof, vertical board siding, wood shingles, loft and wagon doors at end, sliding wood shutters, at window opening on south end; louvered cupola with pyramid roof at center of gable roof for ventilation.

Further Information: James Edwin Morton, Beith's grandson, lived in a house nearby, which also has been removed. This may have been the original Beith home.

A.P. #. 500-152-19



IV. MODERN ERA (since 1920)

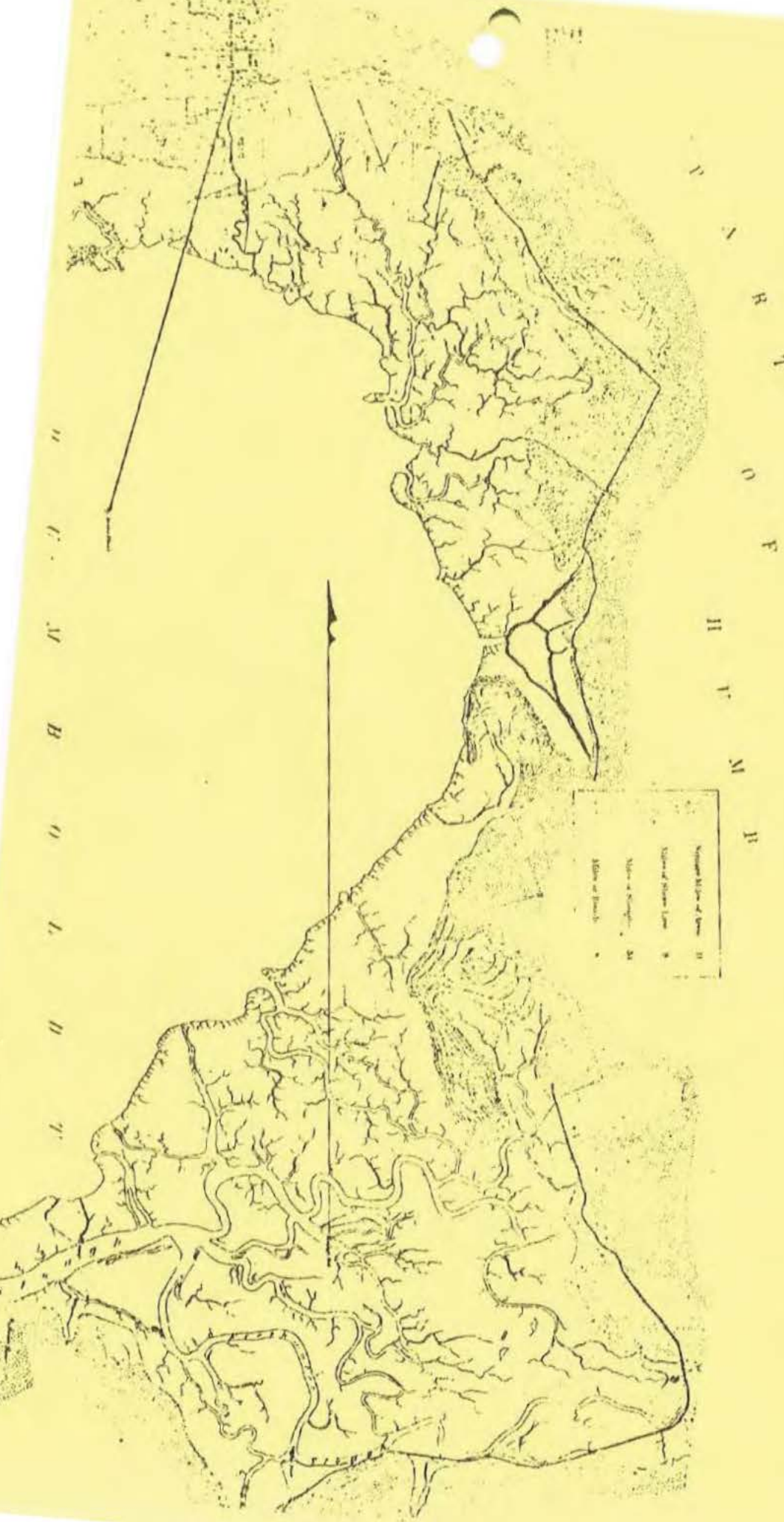
We include here a map of Old Arcata Road area prepared in 1920. The astute reader will note how many names of original American Era settlers (mentioned in that section) persist on this map. By the same token, parcels had not been subdivided to any great degree in 1920.

The aerial photo location maps in this report were prepared in 1974. (See Appendix: Maps of Identified Historic Resources)

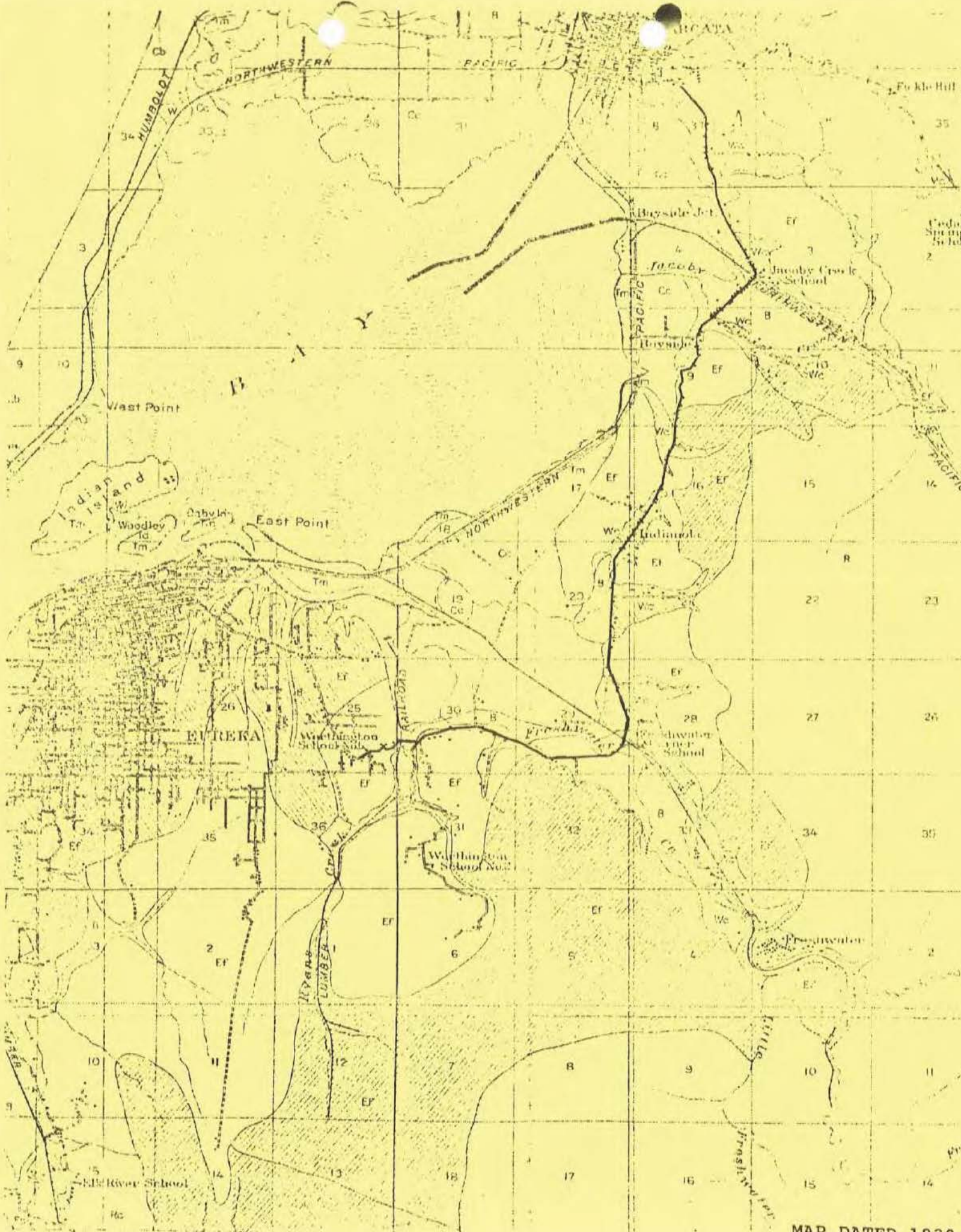
Comparison and contrast of these maps with earlier maps indicate the evolution of land use. Along many areas of the road, new subdivisions have begun to mask old settlement patterns. Thus, at Sunnybrae we see intensive land use for shopping centers, residential subdivisions and apartment complexes. At Indianola are mobile home parks and some light industrial uses.

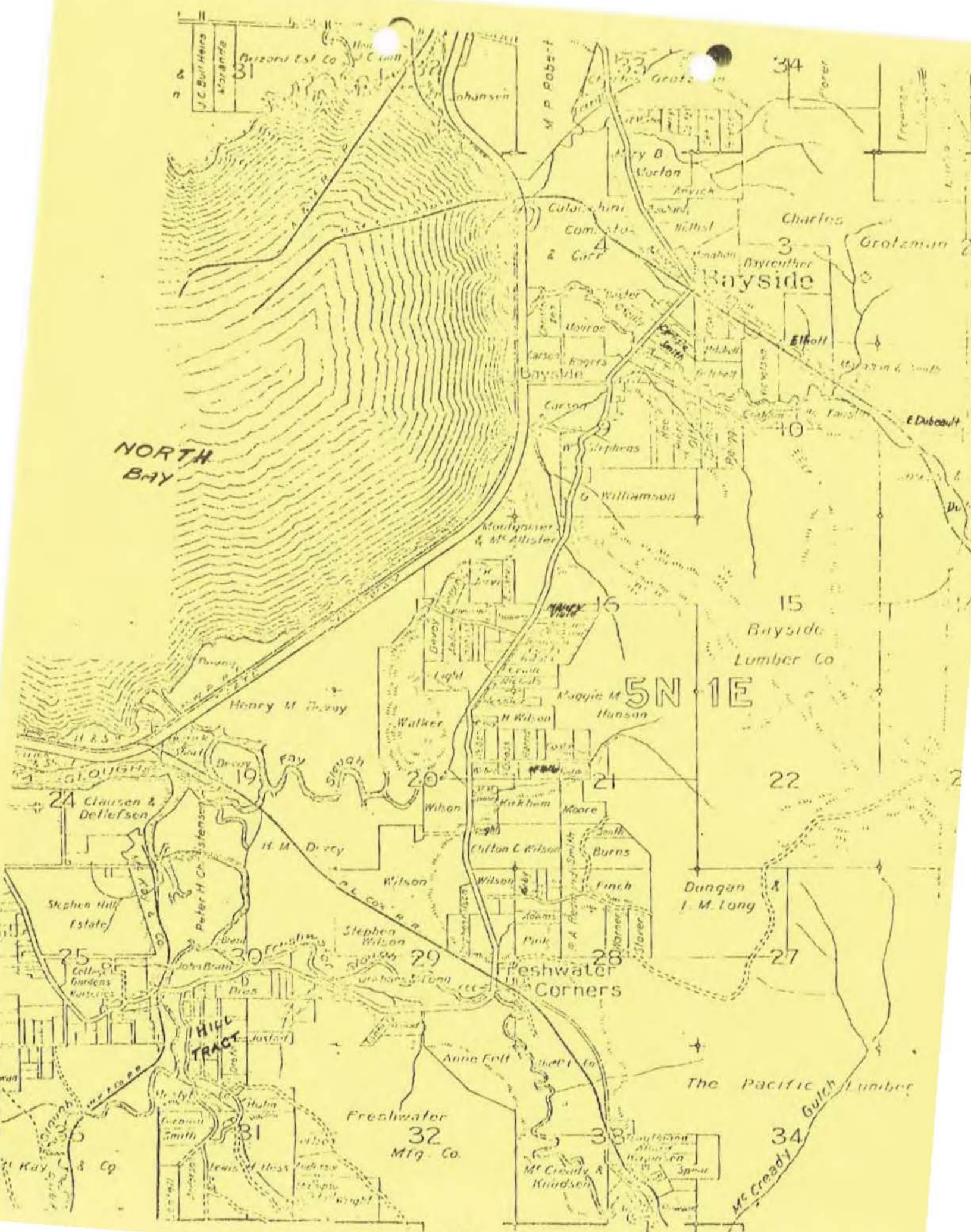
Contemporary aerial photos reveal that in some areas, subdivision and development has accelerated. On the other hand, timber is rarely harvested near the road, gone are the railroads, cookhouses, and crew shanties, the taverns and roadhouses, the hotels and "places of liquor, and women."

Presently, land use trends in the corridor reflect a mix of rural and urban. Subdivisions and lot splits have taken place off the main road and are not readily apparent. Indeed as one traverses the road, the juxtaposition of original architecture, small farms and rural vistas with interspersed modern houses, serves to heighten one's awareness of the passage of time, the evolution of culture, and the continuity of development. Appropriate designation of historic places along Old Arcata Road may serve to enhance this legibility by focusing development and preserving existing pockets of historic structures.



MAP DATED 1870





NORTH
BAY

Bayside

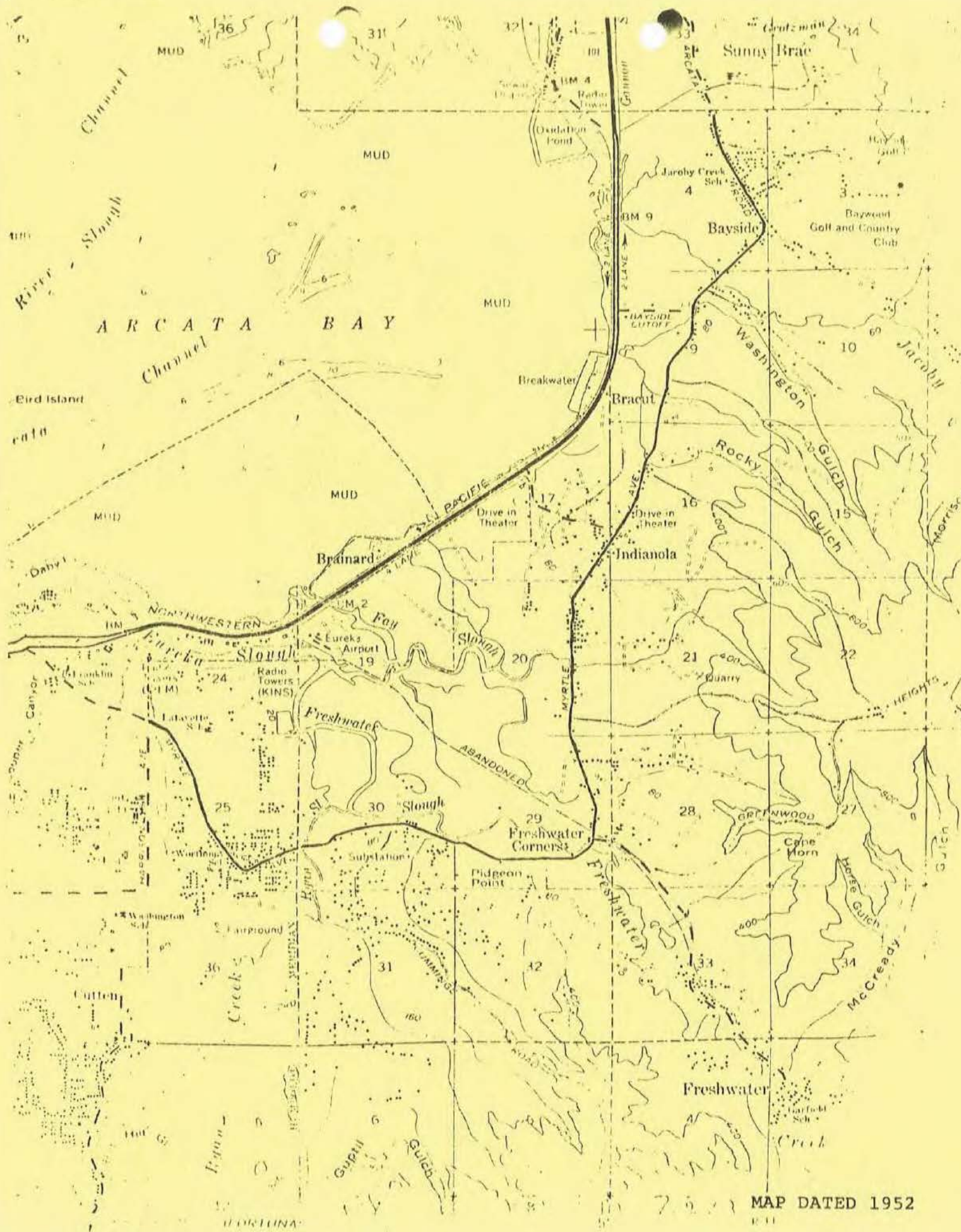
5N 1E

Freshwater
Corners

HILL
TRACT

The Pacific Lumber

From 1921 Belcher



MAP DATED 1952

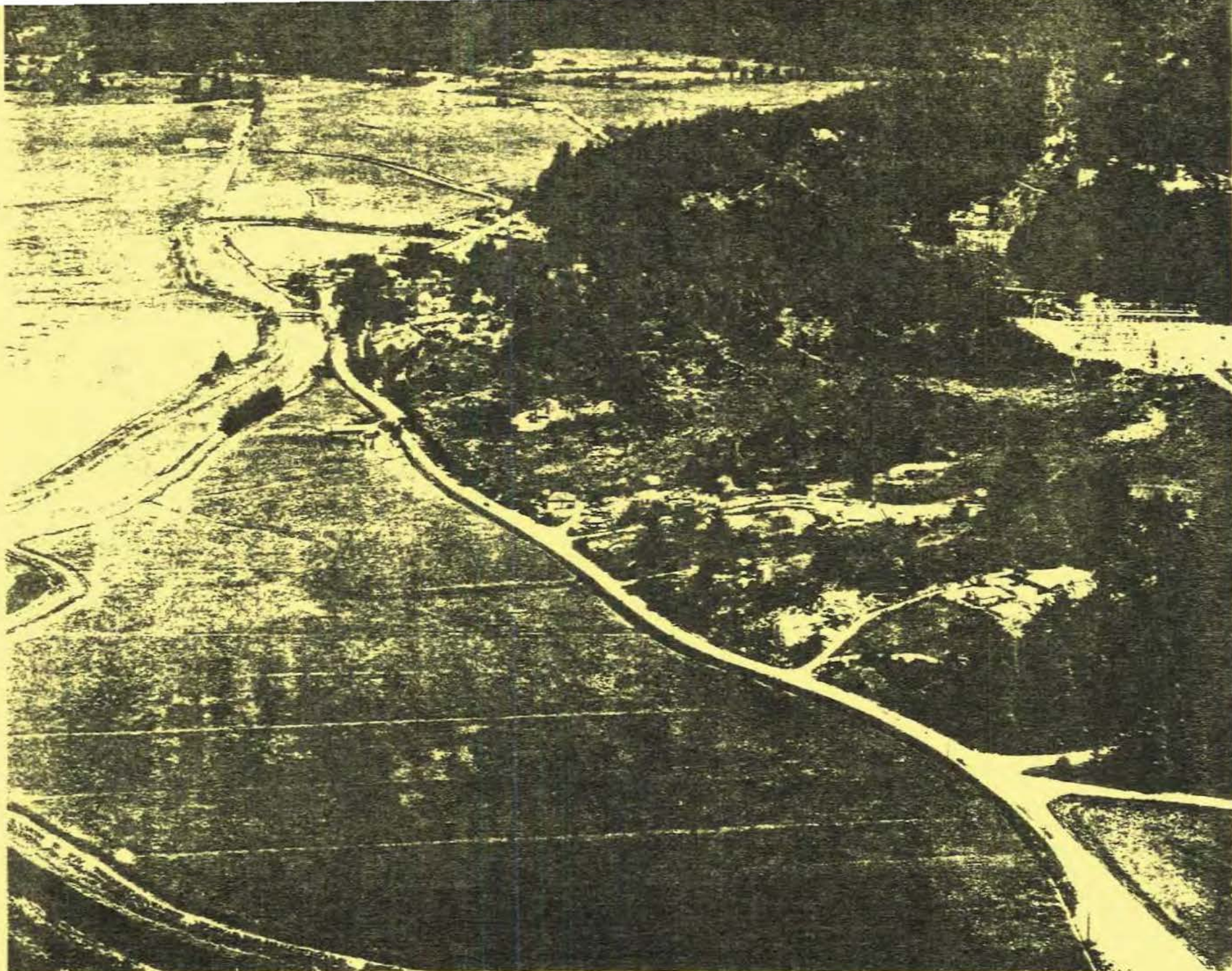


Figure One: 1977 Aerial Oblique View Looking East From Ryans Slough Towards Freshwater Corners

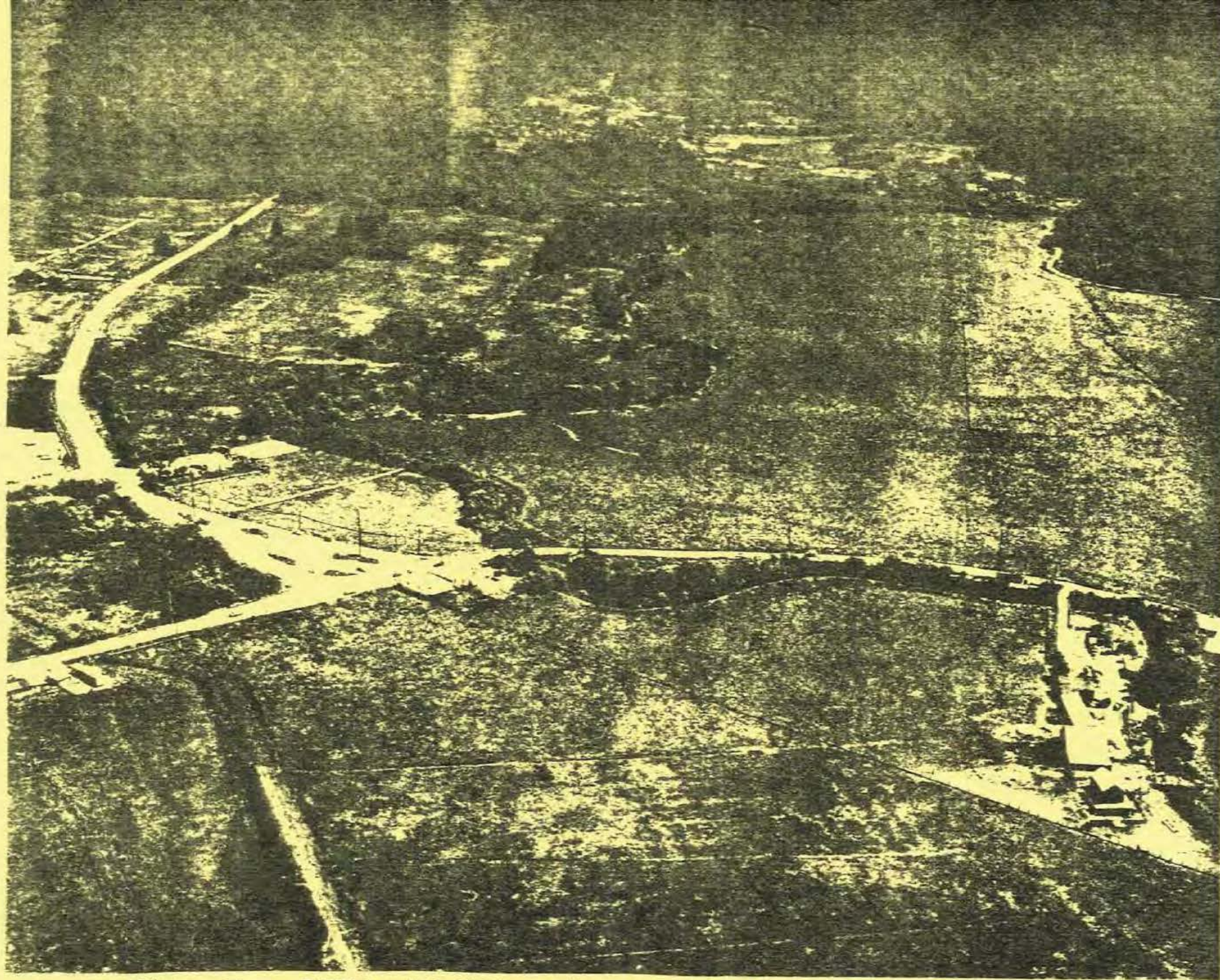


Figure Two: 1977 Aerial Oblique View Looking East Up Freshwater Creek Watershed. Note Old Railroad Grade Extending Up from Left Bottom Edge of Scene

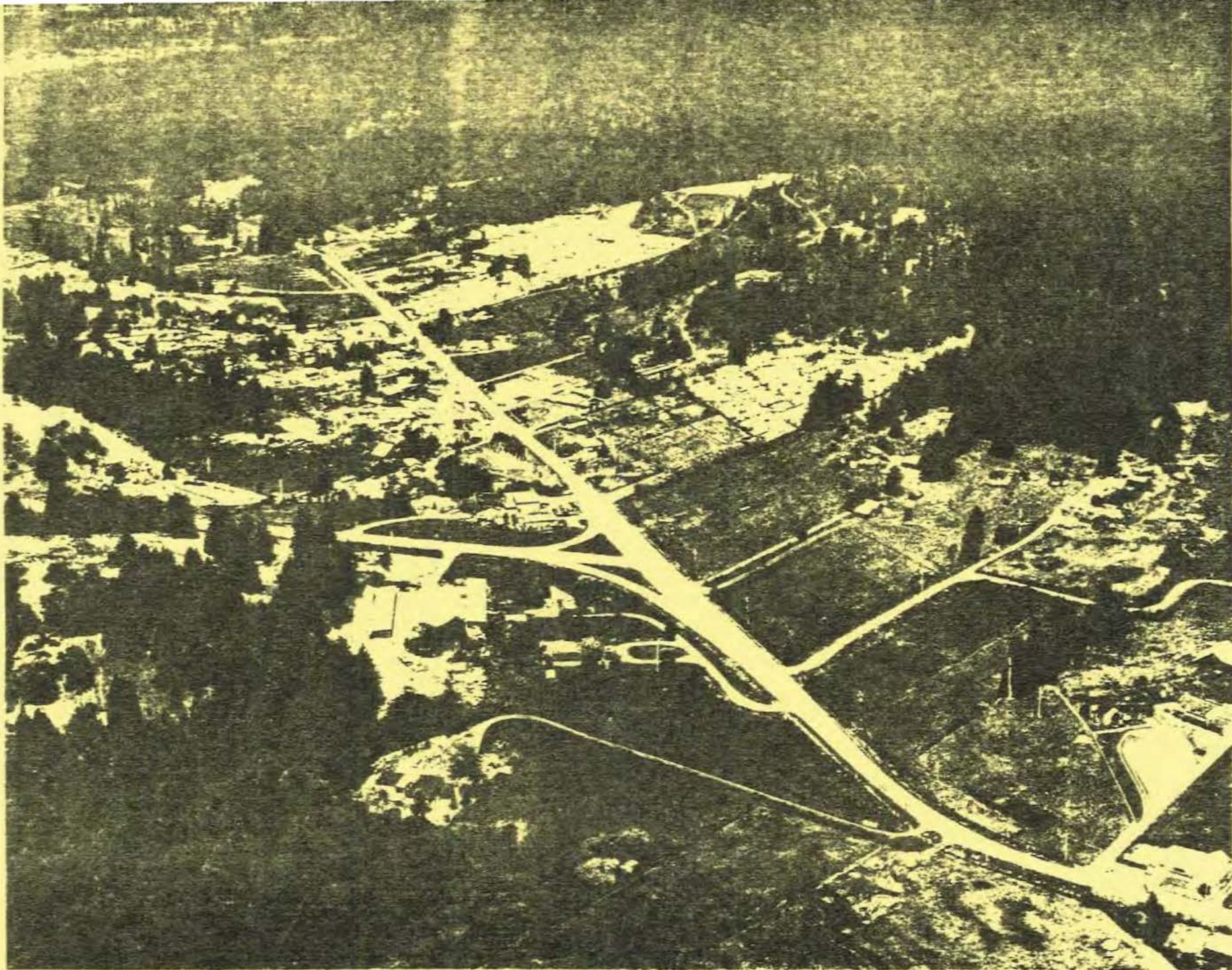


Figure Three: Detail 1977 Aerial Oblique of Indianola Cut-off Area, Note Changing Land Use Patterns Near Road Improvements

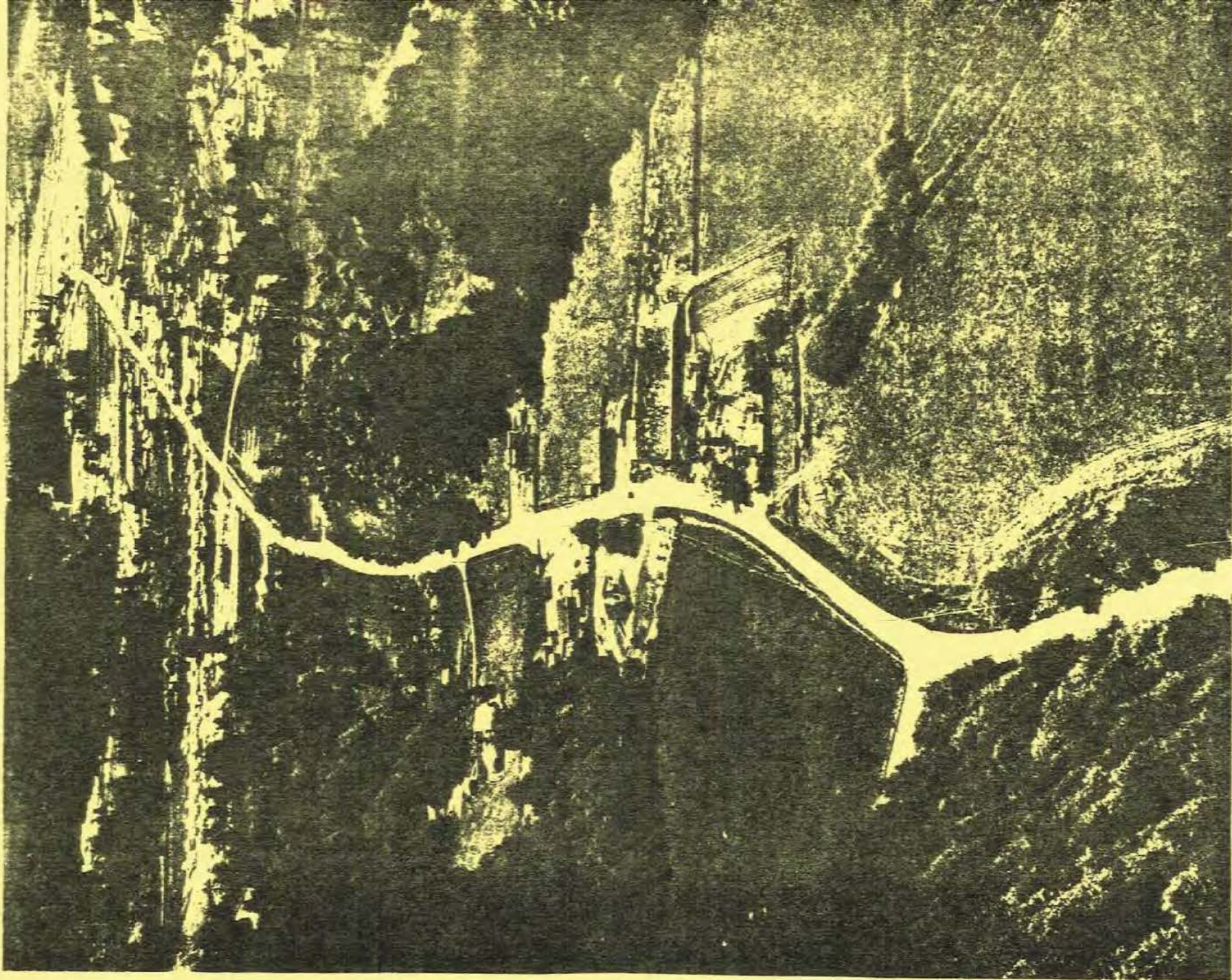


Figure Four : 1977 Aerial Oblique View, Looking Southeast Towards Indianola Cut-off. Note Mobile Home Park Incursions and Original Homesteads

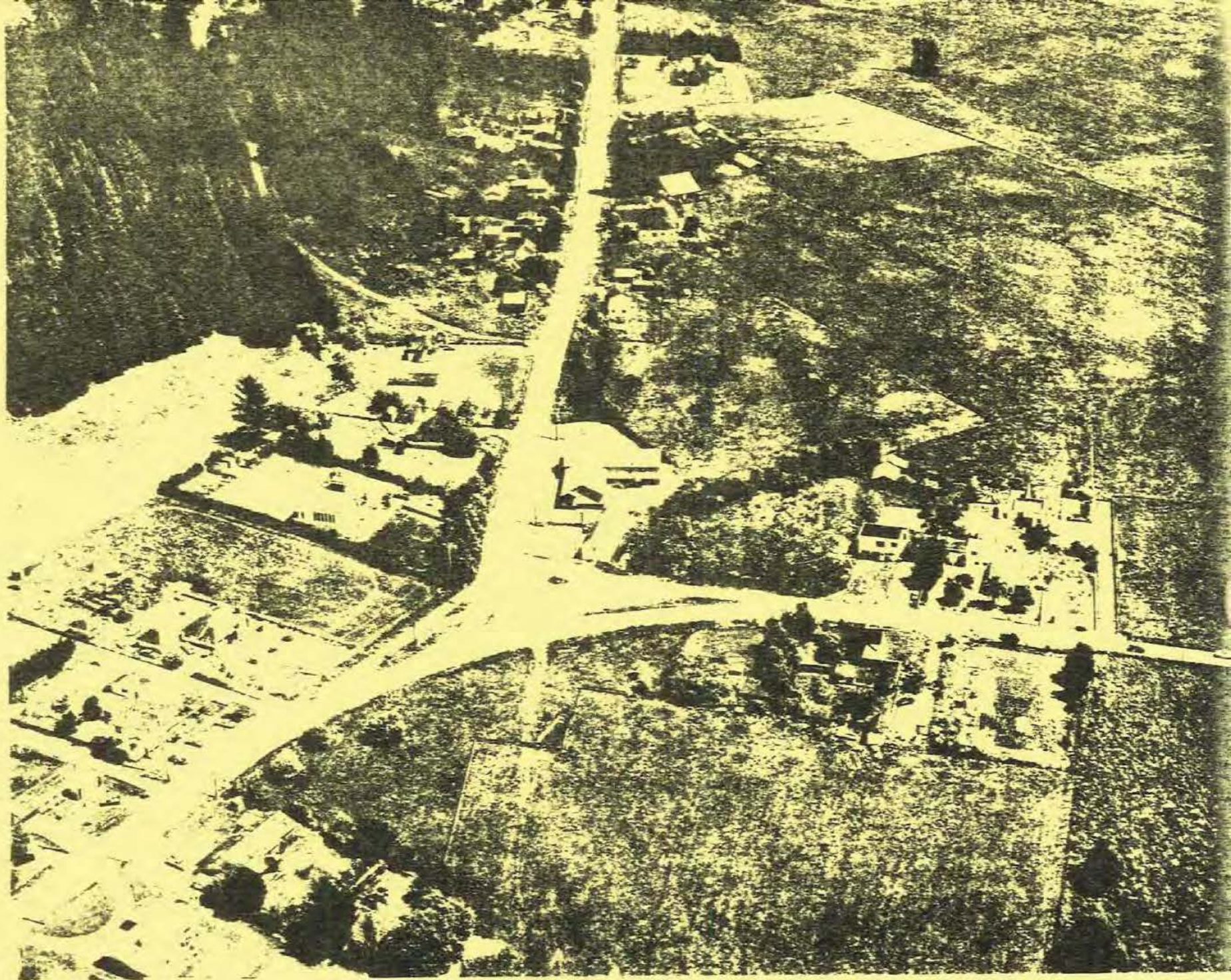


Figure Five: 1977 Aerial Oblique, Looking East along Jacoby Creek Road.
Little Change in Landuse Since 1921

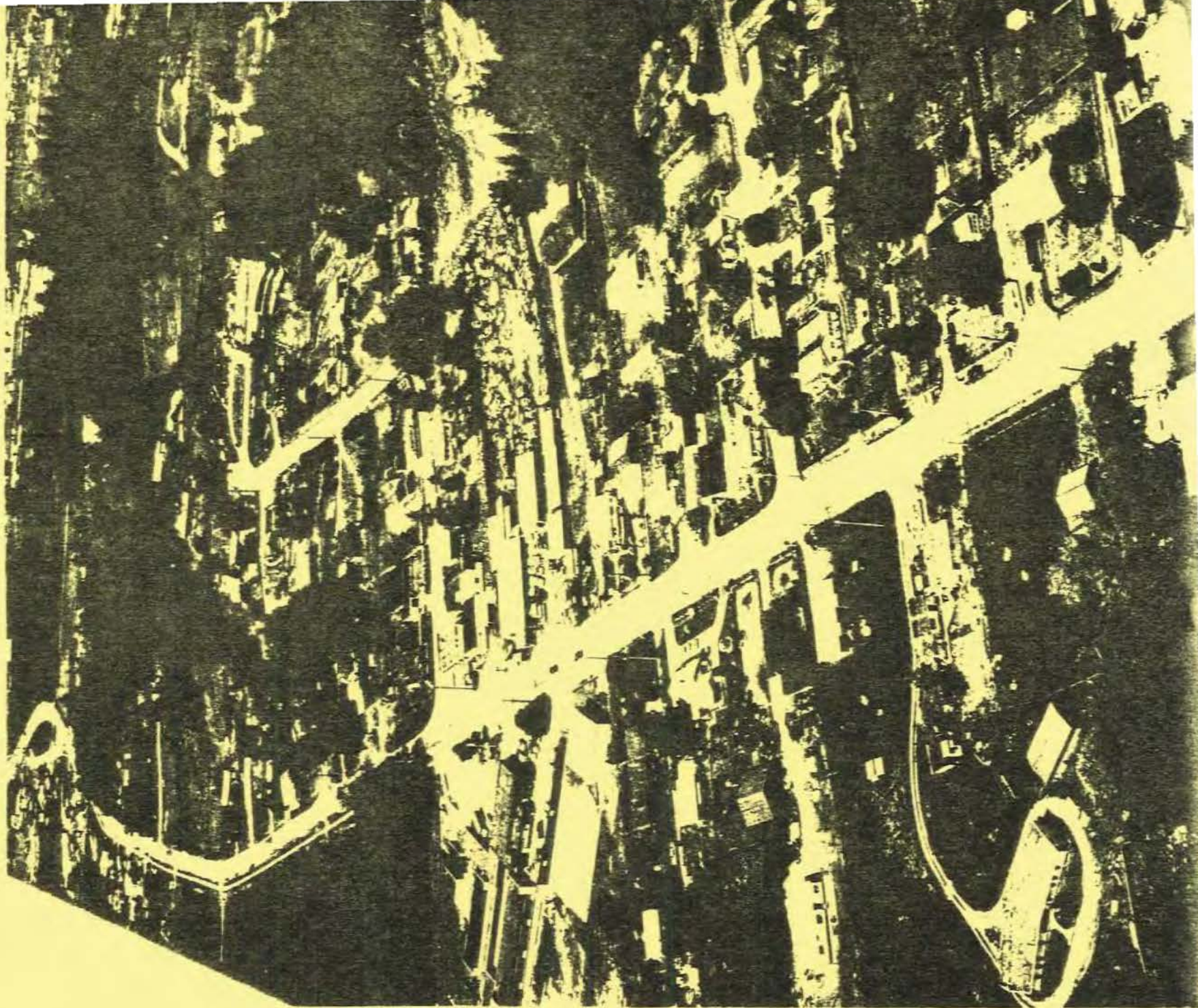
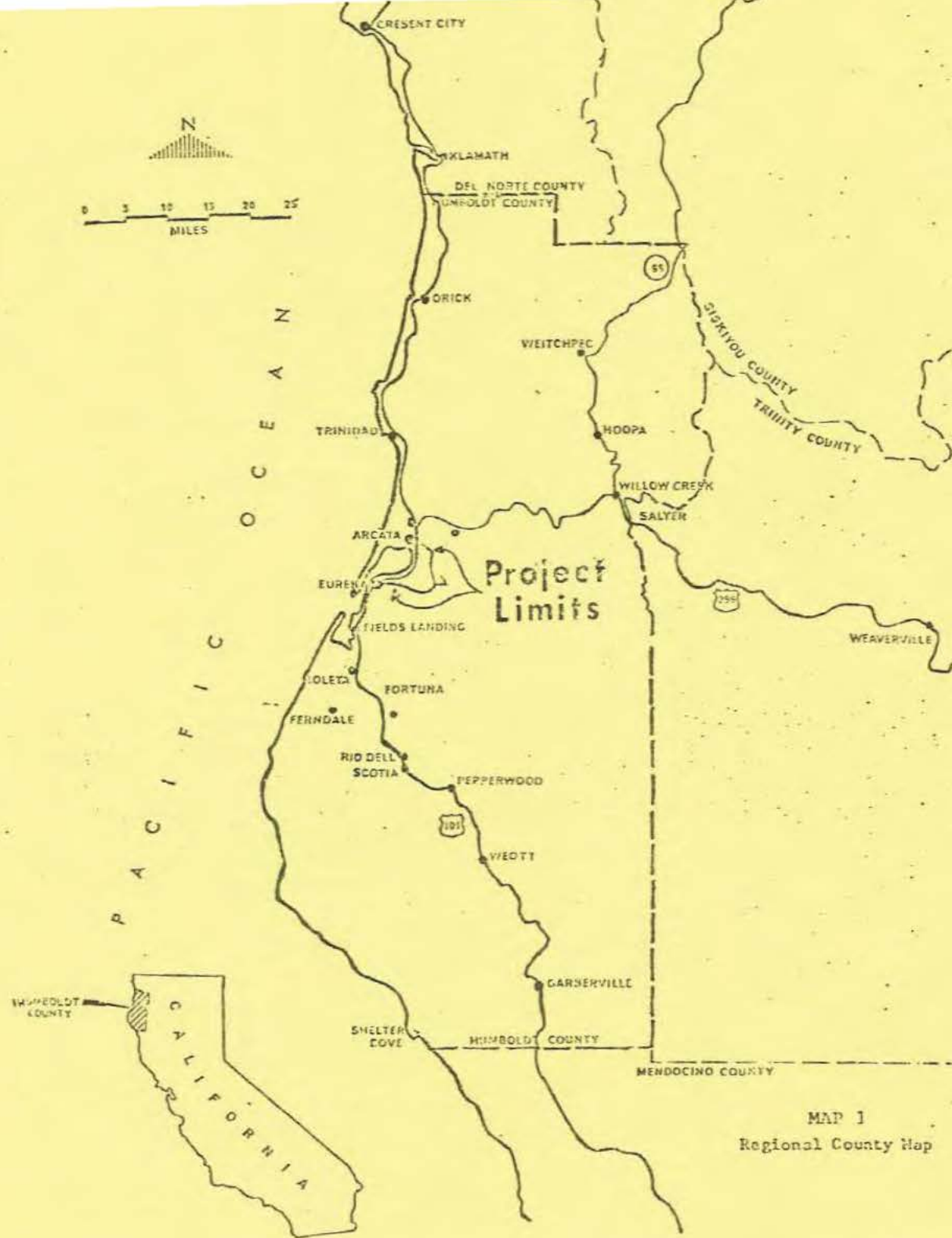
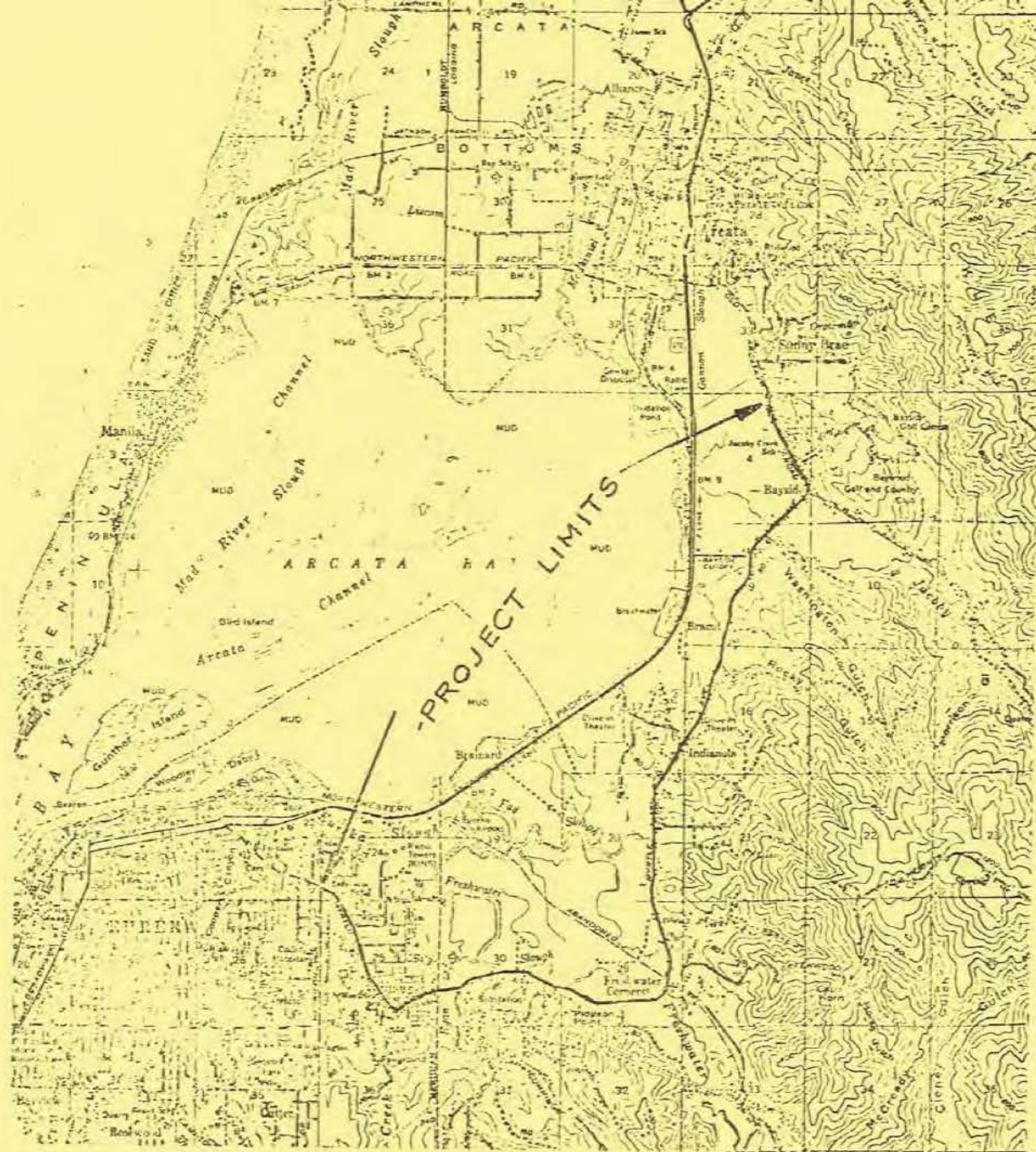


Figure Six: 1977 Aerial Oblique Looking Towards Sunnybrae from Bayside
Along Area Where Road has Been Widened and Improved

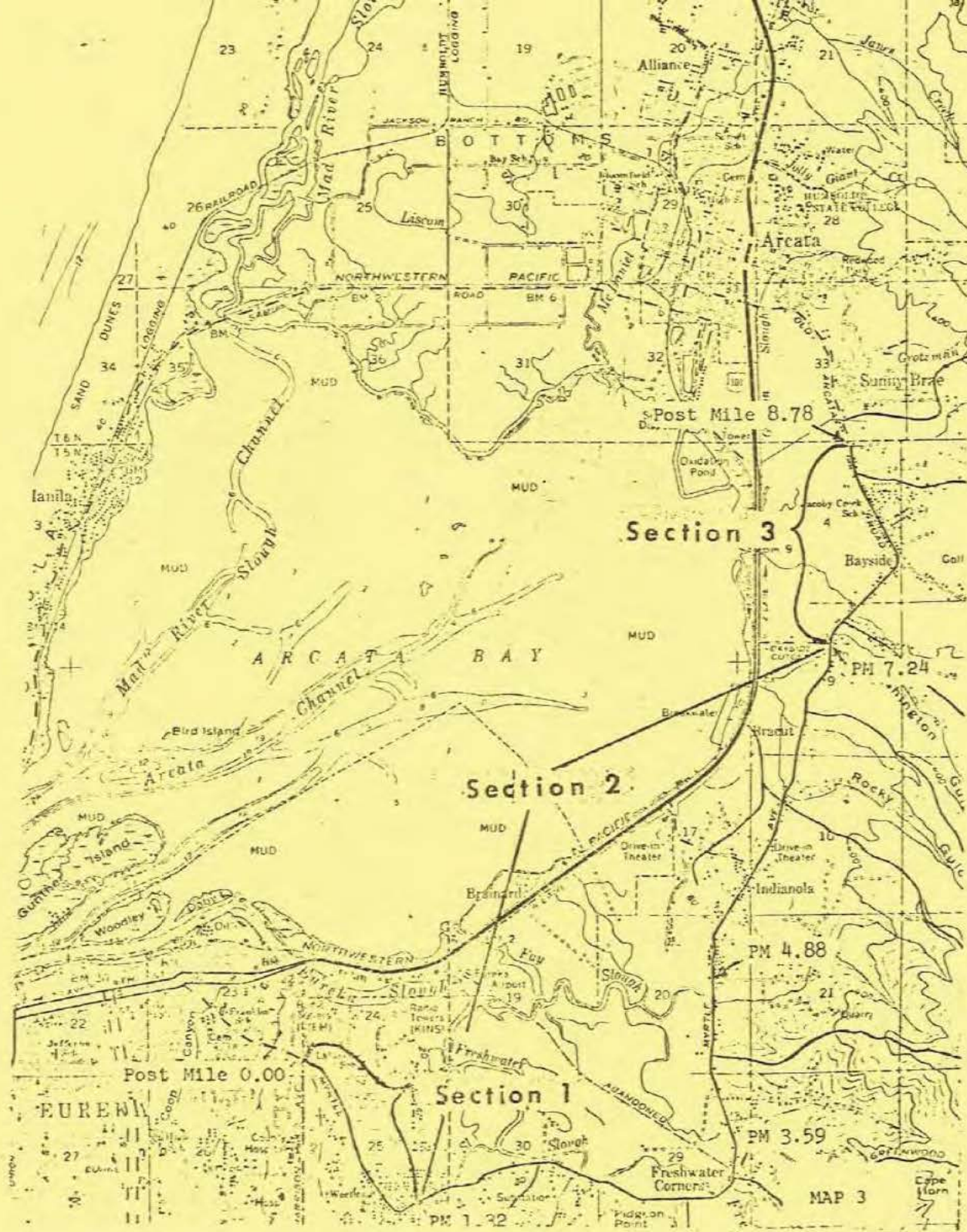
Appendix: Project Description of
Old Arcata Road-Myrtle Avenue Improvement





MAP 2

TOPOGRAPHIC MAP



General Background Discussion

Local: The project is along the existing Humboldt County road between Eureka and Arcata, California, known as Myrtle Avenue from Eureka to the Indianola Cutoff and Old Arcata Road from the Indianola Cutoff to Arcata.

The southern and beginning point of the project is at Hall Avenue in Eureka. The northern and terminal end of the project is the Arcata City limits where the two lane Old Arcata Road becomes contiguous with the four lanes of Samoa Boulevard.

The project length is 7.46 miles and passes through the unincorporated communities of Indianola, Bayside, and Freshwater Corners.

Regional: The Old Arcata Road is one of two roads linking the City of Arcata on the northern shore of Humboldt Bay and the City of Eureka on the east shore of Humboldt Bay. The main road connection between the two cities is U.S. Highway 101, the main north-south highway traversing the western portion of northern California (Regional Map). Highway 101 is the main link between the two cities.

Old Arcata Road is located along the eastern edge of the alluvial bottomlands forming the bay floodplain. This road connects the eastern residential portions of the two cities to one another and to several bedroom communities located in the stream valleys of the Humboldt Bay watershed.

Eureka is the main commercial center of the California North Coast. It is the port city for Humboldt Bay which is the largest and most active port between San Francisco and the Columbia River. Arcata is a commercial satellite of Eureka, containing several timber products industries and Humboldt State University.

Project Description

The project is located along the existing County road between Eureka and Arcata. The project begins at Hall Avenue in Eureka and continues on Myrtle Avenue past Indianola Cut-off, where Myrtle Avenue becomes known as Old Arcata Road. The project continues on Old Arcata Road north to the Arcata City Limits. Most of the construction will occur within the existing County right of way.

The project is to be completed in three sections. Section I which was along Myrtle Avenue between Harrison and Hall Avenues, Post Mile (P.M.) 0-00 - 1.41 has been completed under a Negative Declaration, SCH #76-060-791.

The areas of focus in this inventory are Sections II and III, P.M. 1.41 through 8.78.

The project involves widening the existing County road and incorporating a path for non-vehicular traffic along portions of it.

From Ryan Slough Bridge to Arcata City Limits the existing 22 foot wide road will be widened to 32 feet, plus an additional 5 foot path area, except through the community of Bayside where it will be widened to 40 feet. The Jacoby Creek Bridge, Freshwater Creek Bridge and Devoy Bridge will be replaced.

The intersection of Old Arcata Road and Bayside Cut-off will be realigned west of the existing road to provide a safer intersection.

The purpose of this project is to enhance traffic safety, increase the capacity of the Myrtle Avenue-Old Arcata Road and, at the same time, provide a safe area for nonvehicular traffic.

General: The project proposes to provide a new facility for nonvehicular traffic and wider road to enhance traffic safety and increase the vehicular carrying capacity of Myrtle Avenue between Hall Avenue in Eureka and the Arcata City Limits. The proposal includes approximately 7.46 miles of continuous roadway which have been divided into sections for purposes of discussion, design, funding, and construction staging.

Section II extends from Hall Avenue, down the grade into the alluvial bottoms and along the eastern edges of the alluvial bottoms to the intersection with Bayside Cutoff.

Section III consists of approximately 1.58 miles of the Old Arcata Road extending from Bayside Cutoff and through the unincorporated community of Bayside to the Arcata City Limits where it connects with the previously improved Samoa Boulevard.

Tabular summaries of the expected consturction activities, roadbed construction activities, roadbed realignment and cross-sectional profiles are provided as Tables 1-3 on pages eight through eleven.

Specifics: The following descriptions apply to a general conceptualization rather than to a detailed engineering plan. "It is to be understood that the design phase of the project will determine the actual disposition and dimensions of the typical section" (Hegy, W. Z. File 01-Hum-501-CR 5501).

SECTION II

The existing road in Section II has a average width of approximately 22 feet on a 40 foot right-of-way. The proposed typical section consists of two 12 foot traffic lanes with

4 foot surfaced shoulders, and a surfaced 5 foot path (Table 3, cross-section F-F) on a right-of-way having a minimum width of 60 feet (Table 1). This section is approximately 5.79 miles long and may vary from the proposed typical section. Table 2 lists the sequence of expected excavations, fills, and construction. The major efforts expected are the replacement of a small crihwall, widening the bridge over Ryan Slough, shifting Freshwater Slough at Devoy Road, replacing the bridge at Devoy Road, and the construction of a new bridge over Freshwater Creek.

The new centerline of the road will vary up to 10 feet from the existing centerline. Most of the change is expected on the western side of the road except for a 10 foot eastern adjustment at Freshwater Corners. The roadbed will be lowered in a few locations to remove some of the humps that currently reduce sight distance.

It is stressed that the plans for this section are preliminary and that later modifications of the outlined plan will include changes which will reduce impact on homesites.

SECTION III

It is proposed to widen the present roadbed, which has an average width of 22 feet, to a minimum of 32 feet (inclusive of shoulders) plus a 5 foot path, on a right-of-way of approximately 60 feet from Bayside Cutoff to Jacoby Creek Road (Table 3, cross-section F-F).

The road will be realigned about 20 feet west of the existing road at the intersection of Old Arcata Road and Bayside Cutoff. The bridge at Jacoby Creek will be replaced with a wider and longer structure to accommodate the wider road and provide an enlarged waterway area.

The roadbed through the community of Bayside may be widened to 40 feet, which would include two 12 foot traffic lanes and two 8 foot surfaced shoulders adequate for on-street parking. Two 5 foot sidewalk areas will also be provided (Table 3, cross-section D-D). Some deviation from the centerline is expected in the area just north of Jacoby Creek Elementary School to reduce the impact on the residences located on the east side of the road. No major earthwork is projected for this section.

Variances from the above will be made wherever and whenever it is deemed appropriate, for public or private safety.

	SECTION I (P.M. 0.00-1.41)	SECTION II (P.M. 1.41-7.20)	SECTION III (P.M. 7.20-8.78)
<u>Land Use Designation:</u>			
Present (1973)	Medium Density Residential & Commercial	Low Density Residential	Medium Density Residential & Commercial
Design Year (1993)	(same)	(same)	(same)
<u>Existing Roadway and Traffic Data:</u>			
Existing Right-of-Way	60' P.M. 0.00- 1.24 50' P.M. 1.24- 1.32	50' P.M. 1.32- 1.58 40'+P.M. 1.58- 7.95	40' & 50'
Posted Speed Limit	35 mph	45 mph with 35 mph near Fresh- water Road.	25 & 35 mph
Structural Section	Fair	Poor	Fair
Width of Surfacing	40'±	20'±	20'±
Length of Section	1.41 mile	5.79 miles	1.4 mile
Average Daily Traffic '73	5000-9500	1000-4500	3000-4000
On Street Parking	yes	no	yes
Provisions for other Transportation Modes	yes (5' sidewalk area both sides, some surfaced.	no	yes (5' sidewalk area both sides, reserved but not developed)
<u>Proposed Design Criteria:</u>			
Basic Right-of-Way	60'	50' P.M. 1.32- 1.58 60' P.M. 1.58- 7.95	50'
Average Daily Traffic '93	11,500	6,800	5,600
Design Hourly Volume	1,000	600	500
Direction	80%	70%	80%
Trucks	5%	5%	5%
Velocity	35 mph	35 mph - 45 mph	25 & 35 mph
<u>Special Provisions:</u>			
On-Street Parking	yes (except where unfeasible)	no	yes (except where unfeasible)
Other Transportation	yes (Reserve 5' sidewalk area both sides, Surface by others)	yes (Const. 5' surfaced trail. one side)	yes (Reserve 5' sidewalk area both sides, surface by others)

Post mile (P.M.) is the distance in miles from Harrison Ave., Eureka.

Table 2

PROPOSED CONSTRUCTION ACTIVITIES

Rt. and Lt. refer to right and left, respectively, relative to travel from Eureka towards Arcata.

Const. Emb. means construct embankment.

Exc. means excavate.

Note: Refer to Table 4 for projected changes in centerline location.

Section I Myrtle Avenue (P.M. 0.00 - Harrison Avenue/Myrtle Avenue Intersection)

Earthwork: P.M.

0.010-0.090 Rt. Const. Emb. (20' deep with existing stability problem)

0.100-0.120 Rt. Exc. (~10' high bank)

0.200-0.204 Rt. Const. Emb. (12' deep)

Structures: P.M.

No structures projected.

Section II Rural (Hall Avenue to Bayside Cutoff)

Earthwork: P.M.

1.410-1.438 Lt. Exc. (~15' high bank)

1.900-2.130 Exc. (Lower existing grade ~2' max. near house)

2.100-2.270 Lt. Const. Emb. into existing slough. Relocate existing slough as required. (Freshwater Slough)

2.620-2.750 Lower existing road grade. (3'-4' max.) Realign or construct sight bench as required for intersection sight distance.

4.960-5.150 Exc.-Lower existing grade ~2' max.

5.920-6.090 Exc.-Lower existing grade ~4' max. to improve vertical alignment and reduce impact on dwelling at P.M. 6.050 Rt.

6.900-7.050 Lt. Emb. (~25' deep)

6.960-7.050 Lt. Exc. (~10' high bank)

Structures: P.M.

1.45 Rt. Place small cribwall

1.51 Rt. Relocate or replace existing cribwall.

1.58 Widen existing bridge 4' on the left side (Ryan Slough).

2.05 Lt. Construct retaining wall near house is required.

2.24 Lt. Construct new bridge across slough (Freshwater Slough).

2.26-2.28 Rt. Construct low retaining wall along toe of existing cut.

3.53 Construct new bridge over Freshwater Creek.

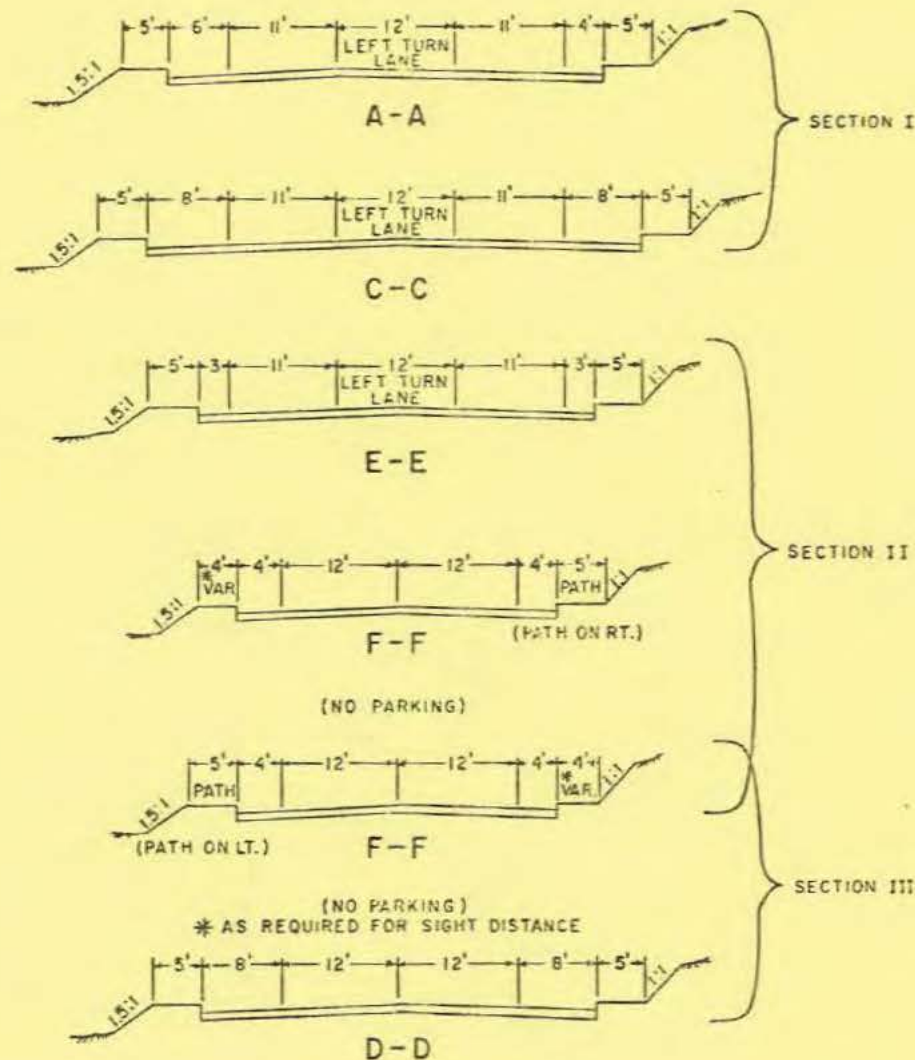
Section III Bayside

Replace Jacoby Creek Bridge.

¹Consider constructing curb only and possibly eliminate need for excavation.

²Pursue the possibility of not altering the existing bridge (typical would narrow from 32' to 28' to match existing bridge width. This could also eliminate the Exc. at P.M. 1.410-1.438 Lt.

TYPICAL CROSS-SECTIONAL PROFILES



TYPICAL SECTION:

P.M.	0.00	Begin Section	A-A
P.M.	0.10	Begin Section	C-C
P.M.	1.32	Begin Section	E-E
P.M.	1.41	Begin Section	F-F (Path on Rt.)
P.M.	1.67	Begin Section	F-F (Path on Lt.)
P.M.	7.95	Begin Section	D-D

All dimensions are conceptual only and may be subject to minor changes during the actual design.

Table 4

PROJECTED CHANGES IN CENTERLINE LOCATION AND ELEVATION
(Right and left are relative to travel from Eureka towards Arcata)

POST MILE	HORIZONTAL OFFSET	VERTICAL OFFSET
Section I		
0.00	0 ^{ft}	0 ^{ft}
1.52	0 ^{ft}	0 ^{ft}
Section II		
Begin Bridge	2 ^{ft} Lt.	0 ^{ft}
1.98	2 ^{ft} Lt.	0 ^{ft}
2.05	0 ^{ft}	2 ^{ft}
2.09	6 ^{ft} Lt.	0 ^{ft}
2.24	10 ^{ft} Lt.	0 ^{ft}
2.30	0 ^{ft}	0 ^{ft}
2.62	0 ^{ft}	0 ^{ft}
2.68	0 ^{ft}	-3 ^{ft}
2.76	0 ^{ft}	0 ^{ft}
2.87	0 ^{ft}	0 ^{ft}
2.93	5 ^{ft} Lt.	0 ^{ft}
3.15	5 ^{ft} Lt.	0 ^{ft}
3.59	10 ^{ft} Rt.	0 ^{ft}
3.68	0 ^{ft}	0 ^{ft}
3.79	0 ^{ft}	0 ^{ft}
3.84	4 ^{ft} Lt.	0 ^{ft}
4.31	4 ^{ft} Lt.	0 ^{ft}
4.41	0 ^{ft}	0 ^{ft}
4.53	0 ^{ft}	0 ^{ft}
4.59	4 ^{ft} Lt.	0 ^{ft}
4.96	4 ^{ft} Lt.	0 ^{ft}
5.00	4 ^{ft} Lt.	-2 ^{ft}
5.03	4 ^{ft} Lt.	-2 ^{ft}
5.06	0 ^{ft}	-1 ^{ft}
5.15	0 ^{ft}	0 ^{ft}
5.92	0 ^{ft}	0 ^{ft}
6.00	0 ^{ft}	-4 ^{ft}
6.09	0 ^{ft}	0 ^{ft}
6.26	0 ^{ft}	0 ^{ft}
6.35	6 ^{ft} Lt.	0 ^{ft}
Section III		
7.05	6 ^{ft} Lt.	0 ^{ft}
7.12	*20 ^{ft} Lt.	0 ^{ft}
7.41	*0 ^{ft}	0 ^{ft}
8.33	0 ^{ft}	0 ^{ft}
8.37	5 ^{ft} Lt.	0 ^{ft}
8.51	5 ^{ft} Lt.	0 ^{ft}
8.54	0 ^{ft}	0 ^{ft}

* Transition Varies

Appendix: Archaeological Reports & Correspondence

S-14457 a

REPORT OF AN ARCHAEOLOGICAL
FIELD SURVEY OF THE
OLD ARCATA ROAD

FOR THE

DEPARTMENT OF PUBLIC WORKS

COUNTY OF HUMBOLDT

Note: Due to past acts of vandalism on many Indian graveyards,
the site locations have not been disclosed. Archaeologists
requiring more information must contact Donald C. Tuttle,
Natural Resources Analyst, Humboldt County, at 707-445-7741.

Darlana K. Blucher, Ph.D.
Assistant Professor of
Anthropology,
Humboldt State University
Consulting Archaeologist
August, 1975

Donald C. Tuttle
 Natural Resources Analyst
 Department of Public Works
 1106 Second Street
 Eureka, CA 95501

INTRODUCTION

At the request of the Humboldt County Department of Public Works an archaeological surface survey was carried out between post miles 0.00 and 8.78 on the Old Arcata Road between July 8 and 11. The purpose of the survey was to assess the impact of proposed widening operations on pre-historic and historic (post-1850) aboriginal cultural resources. The survey was conducted by the consultant archaeologist in conjunction with Robert Quever of the Northwest Indian Cemetery Protective Association, Inc. (N.I.C.P.A.) who acted as both field assistant and informant.

Field methodology might be described as both intuitive and intensive. Heavily tarmacked and built up areas as well as areas of heavy vegetation (redwood, blackberry, etc.) were ignored because original ground surface was not visible. Attention was paid to those areas most likely to have been subject to settlement and use, i.e., flat areas along and between sloughs and creeks. These areas were subject to intensive foot survey. In most instances surface visibility was so poor due to grass cover (either pasture, hay stands, or natural grass) and to silt that the presence or absence of former human activity could not be ascertained. In a few instances this was particularly frustrating, especially when I was informed "the Indians say there is something here." The invisibility of some sites is reported by Loud (1918:287) and therefore, is not unusual, especially when flooding and silting must be taken into consideration. The foot survey involved traversing the areas to be subjected to direct impact searching for surface features indicative of former occupation or use (house pits, artifacts, shells, soil color changes, vegetation changes) and investigating erosion channels, drainage channels, cut banks and the contents of gopher-hole backdirt for similar indications.

ETHNOGRAPHIC BACKGROUND

The Old Arcata Road lies in the heart of territory formerly inhabited by the Wiyot Indians. The Wiyot held an area of approximately 465 sq. mi. (Loud, 1918:302, Pl.1) most of which consisted of redwood forest with the remainder being coastal sand dunes, tidal marsh or open prairie (Kroeber, 1925:114). The area is bisected by two major rivers, the Mad and the Eel, and is characterized by a number of freshwater creeks and tidal sloughs. Every known Wiyot settlement lies above a stream, river,

or slough, or at the periphery of Humboldt Bay. Occupation seems to have been very heavy in the coastal areas, i.e., the flats west of the ridges and redwood forests.

In 1853 the Wiyot numbered about 200 persons scattered for the most part in small settlements on flats and along the 150-160 miles of streams. Population density in the territory was high in comparison to the remainder of the North American continent: between 5 and 7 persons per linear mile of stream (Loud, 1918:302). By 1860 the population had dwindled to 450 through disease, maltreatment, and massacre. By 1910 numbers had decreased to 150 (Kroeber, 1925:114) and today the group is close to extinction (R. Quever, personal communication).

The Wiyot subsistence economy was based on hunting, fishing, and gathering with the only plant cultivated being a native tobacco. Protein was received mainly in the form of salmon, but the hunting of sea mammals (seal, sea lion, sea-otter) and land animals (elk, deer, and smaller animals including birds), and the scavenging of beached whales was not uncommon. A variety of clams and mussels were also important to the diet. Acorns, hazelnuts, and huckleberry were gathered along with a wide variety of other berries, seeds, nuts, and roots depending upon the season (Loud, 1918:231-241). The Wiyot took full advantage of the resources available to them in a rich natural environment.

Because of the seasonality and variety of food resources the settlement pattern was quite variable with persons moving from relatively permanent house clusters which might be called villages to hunting, fishing, mussel collecting or vegetable gathering stations or campsites. The result of this movement is a variety of prehistoric and historic Wiyot sites scattered along the coast, sloughs, creeks, rivers, flats, and ridges with a fairly high density. Many of these habitation sites and campsites have been destroyed by post-1853 white occupation and use as well as by flooding and consequent erosion. Others have been obscured by silting.

The relatively permanent house clusters consisted of a few families living in semi-subterranean or pit-houses with walls made of redwood planks. These clusters were the scenes of Wiyot daily life including marriage, birth, and death. It may be assumed without equivocation that these clusters contain graves since the practice was to bury the dead in redwood lined graves within the community. Known communities contain(ed) substantial cemeteries.

The current alignment of the Old Arcata Road closely approximates the oldest known commercial trail circuiting Humboldt Bay. The trail was apparently quite active as a travel and trade route prior to white settlement and passed through an area of dense Wiyot occupation wherein not only campsites and permanent house clusters were to be found, but also at least four trade and production centers (memorandum from N.I.C.P.A. to Environmental Research Consultants dated April 25, 1974). Today much of the area along the route is subject to heavy settlement and use and it is likely that many invaluable cultural resources have been completely or partially destroyed, thus making future (and present)

knowledge of the Wiyot lifeway and commercial transactions incomplete and therefore, unreconstructable in their totality.

SURVEYS

1913: In 1913 Llewellyn Loud carried out an archaeological survey of the Wiyot territory and through both informant information and field survey located 172 known sites, 98 of which were in use in 1913 (Loud, 1918: 258). A significant portion of the 172 sites were found in the Humboldt Bay area, including portions of Eureka and Arcata and the flats in between (Loud, 1918:Pl. 1). Loud's methodology was to glean information from Indian informants concerning the location of former habitation sites. Oftentimes he would visit the areas pointed out to him looking for visible remains, but sometimes he would not (Loud, 1918:257, 287). In some cases where he did survey the sites there were no archaeological remains, which fact did not permit precise location.

Since the accuracy of many of Loud's site locations are in doubt for the Eel River /he points out they may be as much as a half-mile off (1918: 258)/, it is quite possible that several of the Humboldt Bay area locations may also be inaccurate. This seems to have been borne out by other independent surveys carried out in the past year by Robert Quover of N.I.C.P.A. and by Roger Cook of Caltrans who were attempting to assess the impact of various projects on some of Loud's sites (personal communications). Therefore, while Loud's map is invaluable, its overall accuracy is open to some question and it should be used with caution. The proposed widening of the Old Arcata Road and concomitant re-positioning of culverts and utility poles could encroach upon some of Loud's sites, especially numbers 45 and 50-54. The actual locations and therefore the peripheries of these sites are unknown.

Present: The present survey represents an attempt to combine inadequate published and informant information with actual foot survey utilizing the intuitive method (i.e., looking for spots most likely to have been inhabited or used). In this manner six new sensitive and a number of potentially sensitive old areas were located. In only two of these locations was archaeological evidence for former occupation found. These two areas (A-1 and A-2 below) are highly sensitive and both would be subject to direct impact. Both seem already to have been partly destroyed by road construction and/or modern occupation.

Summary: If one looks at the distribution of sites and probable sites just described and at others to be found on Loud's map (1918:Pl. 1) and the Bureka Quad. Map (U.S.G.S.), it becomes evident that almost the entire stretch of the Old Arcata Road can be considered sensitive or potentially sensitive. This is to be expected because it passes through territory prime for Wiyot settlement and use. If enough could be known it would probably be possible to say that this route was subject to extensive and continuous occupation and utilization for several centuries. It is because of this that I would recommend work in this area proceed with extreme caution, if it must be done at all, and with the full cooperation of and between Native Americans and archaeologists. Much of cultural value will be subject to both primary and secondary impact.

RECOMMENDATIONS

Recommendations for the mitigation of the impact of construction on prehistoric and historic cultural resources along the Old Arcata Road can be quite varied. The first and most obvious would be not to undertake the project and to leave the road in its present condition and alignment. This would prevent the loss of Native American heritage, eliminate the destruction of places dear to the memory of living peoples and the disturbance of Indian graves, as well as prevent the irrevocable loss of scientific data bearing on the socio-cultural and socio-economic organization of the Wiyot and the role they may have played in the general economic system and trade networks of central and northern California. When taking into consideration the interests of traffic safety, the recommendation to leave the road as is seems as unrealistic as one to do nothing about mitigation and permit the road to go through without regard to the irremediable losses which would occur.

In order to make the Department aware of the various alternative it has, I would like to discuss the general recommendations which might be made and the problems inherent in each before making specific recommendations.

A. Excavation: the recommendation most often made by archaeologists is that of the salvage excavation or the test excavation made for the purpose of extracting and preserving of scientific data. Salvage excavation might be made at the sites discussed under sections A-1 and A-2 (pp.3-4). Test excavations might be recommended to establish the presence of sites mentioned as possibly existing in sections B-1 through B-4 (p.4), C-1 and C-2 (p.4), and D (p.4). However, this number of excavations would be expensive for the county to undertake (at least \$2,000.00 each) and also would go against the 200-year moratorium on digging which we would like to establish in the interests of better scientific methods existing in the future. A second problem which is often encountered in any excavation is the presence of human interments. Cemeteries are considered inviolate by law and by both whites and Native Americans. This subject and particularly the removal of Native American interments by

archaeologists is especially sensitive to Native Americans, both as individuals and as groups. They have considerable respect for the deceased and have been known to react with violence upon the insensitive disturbance of cemeteries. If excavation is decided upon, an offer to reinter human remains in an area of Native American choosing should be made. The offer may not be accepted and indeed, the idea of excavation may be opposed.

The advantages of salvage or test excavations are twofold: the archaeologist is able to gain data he would not have otherwise and to preserve and study it; the project planners and construction agents can go ahead with their operations without danger of destroying anything of value to science and, theoretically, of destroying anything remaining of importance to Native Americans.

The decision to excavate must be made in consultation with representatives of the various Humboldt County Native American groups and organizations. These are the people who are most concerned with the preservation of the Native American heritage no matter to whose group the threatened areas formerly belonged. The excavations should be carried out with the full knowledge and cooperation of Native American representatives and it would not be unrealistic to suggest that an observer or participant representing their interests be present at each excavation.

B. Archaeological Observer: A second alternative would be to have an archaeologist "on the spot," i.e., to have one present as such potentially sensitive areas as B-1 through B-4, C-1 and C-2, and D are approached by construction equipment. This person could be empowered to make on the spot decisions with regard to the presence of cultural material and the necessity for excavation if such were encountered. This would eliminate the expense of a test excavation being carried out in an area which proved sterile. The disadvantages of this are (1) some evidence would be destroyed in the encounter with earth moving equipment and (2) construction in the concerned area would have to cease while excavation was being carried out. Again, the decision to excavate should be made in consultation with Native American representatives.

C. Filling Operations: It will be desirable to fill certain low areas during construction. From the point of view of the archaeologist, the filling of low areas causes no adverse affects upon cultural resources. If these areas are not to be subject to scraping, grading, culvert or utility pole emplacement prior to filling operations, the impact is not viewed as negative and can be considered positive in the sense that what exists is being preserved for posterity. However, problems might arise with Native Americans and their opinions should be consulted.

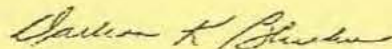
D. Specific Recommendations:

1. Bayside Cutoff (section A-1): the most obvious recommendation which can be made for the mitigation of impact at the Bayside Cutoff is to not realign the Old Arcata Road in this area. If it is viewed as absolutely imperative to realign the road at this

point, at least test excavations if not complete salvage operations would be in order with the reinterment of burials in either case. As was discussed in A above, the decision to excavate and to reinter probable skeletal material must be made in consultation with Native Americans.

2. Freshwater Corners (section A-2): Test excavations would be in order within the right-of-way of the new widening to determine the actual presence of cultural resources if it is decided not to follow the "on the spot" archaeologists suggested in B above. I would recommend the latter more strongly.
3. Loud's sites 45, 50, and 54: The suggestions made in B above are recommended.
4. Jacoby Creek (section B-2): The suggestions made in B above are recommended, but it is suggested that test excavations be made to the left and right of the road might be more in order because if this is one continuous area of settlement much could be destroyed before earth moving equipment could be halted.
5. Felt Road (section C-1), Ryan Slough (section C-2), and Spears Road (section D): the suggestions made in B above are recommended.

E. It is recommended that the archaeologists selected to carry out excavations or to act as "on the spot" experts contact me and work in cooperation with the resident N.I.C.P.A. archaeologist and with other representatives of the Native American community.



Darlena K. Blucher, Ph.D.
Consulting Archaeologist

NORTHWEST INDIAN CEMETERY

Protective Association Inc.

Milton Marks
Chairman

Old State Highway - Orick, Calif. 95555

Proposed general improvement of Myrtle Avenue / Bayside Rd.
 RE: from Eureka (Harrison Ave intersection) to Sunnybrae (Arcata city limits).
 Map ~~attached~~ Attached

In regard to an inquiry made concerning the above named site by Environmental Research Consultants, NICPA has considered the site and has reached the following conclusion based on the information available to NICPA:

[] The proposed developments above named will have no foreseeable impact on the area's Indian Historic or cultural significance:

[X] For the following reason, the proposed development above-named will have an impact on the area's Indian Historic or cultural significance:

See attached Memorandum, 4/25/74.

[] No decision can be reached because of insufficiency of the furnished details of the project and the following information will be needed to reach a decision:

Dated this 25th day of April, 19 74

Milton H. Marks, Chairman
 Northwest Indian Cemetery Protective Association, Inc.

Filed with: Humboldt County Planning Dept.
California Coastal Zone Conservation Commission
Environmental Research Consultants
The Center for Community Development
California Indian Legal Service
Northwest Indian Cemetery Protective Ass'n, Inc.
Far West Indian Historical Ass'n, Inc.

Milton Marks
Chairman

Protective Association Inc.

Old State Highway - Orick, Calif. 95555

Francis White - V.P.
Hufford Road
Orick, Calif.

Richard McClellan - Sec.
House 52 Cal. State U. Humboldt
Arcata, California

Marcellene Norton - Tr.
1151 Vista Drive
Eureka, Calif.

MEMORANDUM

TO: Environmental Research Consultants
P.O. Box 4120
Arcata, California 95521

FROM: Northwest Indian Cemetery Protective Association and
The Center for Community Development,
Humboldt State University

DATE: April 25, 1974

RE: Impact on Indian historical values of proposed improvement of
Myrtle Avenue/Bayside Road from Eureka to Sunnybrae

The current course of Myrtle Avenue/Bayside Road from Eureka to Sunnybrae approximates that of the most ancient known commercial trail circuiting the eastern lobe of Arcata Bay. Consequently, it encroaches 00-RE-DO-LIM WI-KA (Humboldt Bay Wiyot village sites) at five points and closely approaches twelve others. Of these, five are known to have been occupied after 1850; and at least four of those by known ancestors of present Indian residents of Humboldt County. All are presumed, and most known, to contain gravesites or cemeteries. The canoe-draught inlet (MO-LU-WA-TEN') then afforded by Jacoby Creek (CA-RUK-TO-M*) probably was responsible for rendering the occupation of the low-ridge and littoral savannah from approximately Bayside Cutoff to Anvik Road -- and bordering Eureka Slough -- particularly dense and active. WI-KAT-DA-PI, 00-LO-DO-LIM, GA-KS-TEN' and KAK-TE were all trade and production centers situated in this area. Their destruction or desecration would render forever absent any possibility of re-constructing the very rich pre-columbian economic-social-cultural activity of this area. Substantial improvement of the existing Myrtle Avenue/Bayside Road artery through this land -- beyond current or palpably projected local needs -- would of course inevitably induce this irrecoverable effect. In addition, many more remote sites would suffer predictably -- and associated known gravesites be predictably threatened -- by subsequent commercial-industrial and residential development.

The early post-invasion history of this area -- for reasons that might be obvious to thoughtful non-Indian persons -- has been consistently, systematically distorted or rigidly withheld from generally

Environmental Research Consultants
 April 25, 1974
 Page Two

available historiography, documentation, or media news. It exists, validly, only through the traditional system of chronicling still pursued by some of the surviving native Americans of the area. Among the extremely rare published accounts of the most recent Indian residence on Humboldt Bay-bordering lands -- including the crescent strip in question -- are the following:

J.R. Browne, Special Agent, U.S. Treasury Dept.
 Report: 9/19/1859, 36th Congress, 1st
 Session, serial no. 1033, document no. 46,
 pp. 14-16.

"Many Indians have been killed by private companies during the past winter and spring, and a man named _____ now holds a contract ... in virtue of which he has raised a company and has been engaged for some months past in a cruel and relentless pursuit of the ... Wiyot Indians ... in this vicinity, slaughtering ... without regard to age or sex ... I would earnestly impress upon the Department the miserable and forlorn condition of these Indians... I have seen nothing so cruel and relentless as the treatment of these unhappy people by the authorities constituted by law for their protection. Instead of receiving aid and succor, they have been starved and driven away ... and then followed into their remote hiding places, where they have sought to die in peace, and cruelly slaughtered ... till but a few are left -- and that few without hope."

The process by which this Indian removal occurred was described in at least one instance by a Eureka physician writing in the San Francisco Bulletin March 13, 1860. Presumably for motives of fear or personal security he chose anonymity:

"Amid the wailing of mutilated infants, the cries of agony of children, the shrieks and groans of mothers in death, the savage blows are given, cutting through bone and brain. The cries for mercy are met by joke and libidinous remark, while the bloody ax descends again and again with un-pitying stroke, doing its work of death -- the hatchet and knife finishing what the ax left undone. A few escape -- a child under the body of its dead mother, a young woman wounded ... another who hid in the bushes.

"Here was a young mother, fatally wounded, hugging the mutilated carcass of her dying infant to her bosom; there, a terrified child of two years with her ear and scalp torn from the side of her little head. Here a

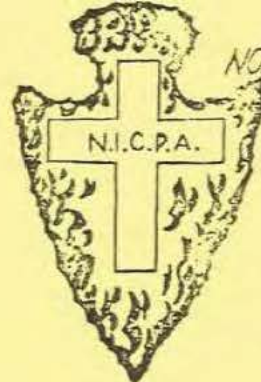
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Environmental Research Consultants
April 25, 1974
Page Three

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father frantic with grief over the bloody corpses of his four little children and wife; there, a brother and sister bitterly weeping and trying to soothe with cold water the pallid face of a dying relative. Here, an aged female, still living and sitting up, though covered with ghastly wounds and dyed in her own blood; there a living infant by its dead mother, desirous of drawing nourishment from a source that nevermore could flow."

These accounts may help to make clear to mercifully deluded non-Indians the purposes and process by which the occupation and use of this property passed from its former and primordial custody into the present ownership.



NORTHWEST INDIAN CEMETERY
PROTECTIVE ASSOCIATION INC.

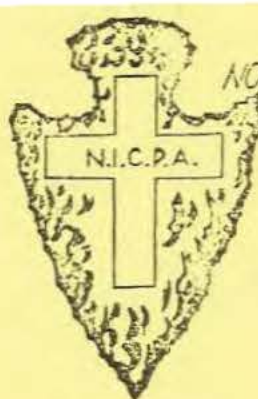
3580 Cessna Avenue - Airport
McKinleyville, CA 95521
707/839-3231

February 26, 1975

INDIAN HISTORICAL STATEMENT

As mentioned previously this area has a most significant historical value to the Native American community, therefore, Northwest Indian Cemetery Protective Association, Inc. (N.I.C.P.A.) views any development activity in this area adverse to Indian Historical, Archaeological, Human, Animal, Fowl, and plant life species. Widening or improving of this road will cause further chasams of injustice, morale inequalities and perpetrate the mentality to attempt to annihilate the Native American culture for a few feet of earth again !!!

Victor R. Cutnose
VICTOR R. CUTNOSE,
Administrative Director



NORTHWEST INDIAN CEMETERY
PROTECTIVE ASSOCIATION INC.

3560 Cessna Avenue - Airport
McKinleyville, CA 95521
(707) 839-3231

February 26, 1975

ARCHAEOLOGICAL STATEMENT

Llewellyn Loud conducted a general archaeological survey of the Wiyot Territory in 1913 (Loud: Ethnography and Archaeology of the Wiyot Territory - 1918) in which he cites numerous village sites around Arcata Bay (then Humboldt Bay) some of which were Historic Sites, others pre-historic. NICPA informants have also pointed out several sites, in addition to Loud's sites.

An Archaeological Surface Survey of the proposed project area was conducted in order to ascertain the degree of damage which may be done to these sites in the process of widening the road.

Due to topographical changes, fill and grading, very little evidence remains on the surface to indicate the extent of cultural material remaining below the surface, however, there are still some house pits visible, some cores, chert debitage, possible flakes and shellmound remnants.

In conclusion, the Old Arcata Road now encroaches directly on a minimum of (5) Wiyot Village Sites (and thus burial sites) and approaches the periphery of at least (7) others. Extensive damage has been done to many of these sites already, due to construction and maintenance of this road. Logically further construction will due further damages to the archaeological resources of this area.

Robert L. Quever
Robert L. Quever,
Staff Archaeologist



June 6, 1977

Mr. Don Tuttle
Natural Resources Analyst
County of Humboldt
527 D Street
Eureka, California 95501

Re: Archaeological Site on Old Arcata Road
and Jacoby Creek Road (ARS 77-39)

Dear Don:

On April 13, you contacted us and requested that we undertake archaeological test excavations along Old Arcata Road in the vicinity of its intersection with Jacoby Creek Road (map 1). Here was reported to exist a previously unrecorded Wiyot Indian village, which Jim Benson, archaeologist for the Northwest Indian Cemetery Protective Association, had reported in December 1976 during his Humboldt Bay survey. Originally, Benson was to make test excavations on four separate pieces of land along this right-of-way, as authorized by right-of-entry agreements with the landowners. Since Benson was unable to excavate, the right-of-entry agreements were forwarded to us. However, upon receipt of these forms, we found that the size of the excavation units was unsuitable to define the significance of the "resource" and so new right-of-entry forms were prepared.

In the interim, I attempted to contact Mr. Benson in order to get more in-depth information regarding the site, such as what type of site it was, where within the right-of-way were artifacts found, what type(s) of artifacts was (were) found, etc. Mr. Benson was particularly close-mouthed about the site, including not giving me any information as to the numerical designation of the site. Simultaneously, we contacted the SCA District 01 Clearinghouse at Sonoma State College, allegedly where Benson's site records from the Humboldt Bay survey were stored, hoping that they would be able to give us the site designation. It appears, however, that no permanent form has been filed for this "site", either with the County or the District archaeologist.

It is evident from survey work done by Dr. Darlena Blucher of Humboldt State (1975) on the entire span of Old Arcata Road proposed for widening (between PM 0.00 and 8.78 miles) that the area surrounding this particular intersection is particularly sensitive to prehistoric Wiyot occupation. The Jacoby Creek portion of the right-of-way was considered by Blucher as particularly sensitive (section B-2). Here she recommended test excavations (1975:3). Llewellyn Loud's 1918 publication of his research on the Wiyot reported the locations of several villages along Old Arcata

Road, but no sites are presently recorded in the area of the intersection of Old Arcata Road and Jacoby Creek Road. Complaints have been voiced, by Blucher as well as NICPA archaeologists, that some of Loud's sites may be mis-located, being as much as $\frac{1}{2}$ mile off their true locations (Blucher 1975:3). Unfortunately, until recently, no one has attempted to systematically hone down the imperfections in Loud's site recording, in order to save future surveyors from making similar mistakes. Hampered as we were by a lack of definitive data from Benson, and being uncertain as to the validity of Loud's data, we were very dubious about undertaking test excavations on an alleged resource without first seeing for ourselves. We learned that only six additional feet of road surface would be created by the widening project. We also learned that several of the parcels selected by Benson for test excavations were not even on that portion of Old Arcata Road to be impacted: instead, these parcels were situated on Jacoby Creek Road. The proposed action would certainly not directly impact any alleged archaeological resource in the area which we re-surveyed April 20. At no time did we see any fire-fractured rock, chipped stone flakes, ground stone, or other prehistoric cultural materials within the right-of-way. In several backyards of houses which faced Old Arcata Road, we did observe what appeared to be darkened soil and pieces of shell and/or chipped stone. However, none of these parcels had been selected by Benson as those which should be test excavated.

No aboriginal cultural material was observed in the front yard of the Rowland property (map 2). The Rowland property does front on the Old Arcata Road section to be impacted by the proposed widening; however, only 1 additional foot of road surface is to be created on the north roadside. In the rear yard of the Rowland property, a sizeable archaeological site was found. We are still unable to tell if this is the site which Benson reported. The presence of the site was identified by a collection of chipped and ground stone tools in Mr. Rowland's possession which he said he had collected while tilling his vegetable garden on the eastern portion of the property. William Roop of ARS talked at length with Mr. Rowland about the site, ascertaining that he is not planning any further modifications to the resource, instead giving his attention over to refurbishing the old schoolhouse. It is very possible that a great proportion of the site may lie under the old schoolhouse.

★ Mark
map 2

As we could not find any artifacts within the right-of-way to be impacted by the proposed road widening, we did not see the need to undertake test excavations. We also did not undertake test excavations on the Rowland property, although there indeed is an archaeological site there, because this site (temporarily designated ARS 77-39-Rowland/Schoolhouse site) will not be directly or indirectly negatively impacted by the proposed road widening. In fact, we feel that the Special Use zoning designation of this area of the Bayside community, combined with the proposed Historic District nomination being afforded to over 20 homesteads along Old Arcata Road, will

Old Arcata Road, P. 3

effectively act to prevent further desecration to these valuable prehistoric sites as well as preserving examples of historic structures. Blucher notes that "the current alignment of Old Arcata Road closely approximates the oldest known commercial trail circulating Humboldt Bay. . . active as a travel and trade route prior to White settlement and passed through an area of dense Wiyot occupation" (1975:2) If the proposed road widening is the impetus needed to provide some protection to both prehistoric and historic resources so prevalent along this route, then the action should be definitely viewed as having a positive, direct impact on these valuable resources.

As we were asked only to ascertain the need for testing on this particular section of Old Arcata Road, we are not prepared to appraise the kind of impacts which might occur to other prehistoric sites along Old Arcata Road. We espied several large sites which appear (at 40 mph) to be "disrupted" by White homesteading or commercial utilization, perhaps by the Road itself. Blucher may refer to these large sites as areas A-1 and A-2, but lacking her maps, we cannot infer further.

We feel, after viewing the right-of-way, that the recommendation of test excavation was unwarranted given the proposed action, and had such excavations been undertaken, much more damage would have done to this site than any damage possible through the proposed widening. We understand and appreciate the concerns of the native Americans when they decry the wanton desecration of their homesites and burial grounds by White commercial enterprise. However, even test excavation destroys sites, making it even more difficult to reconstruct past lifeways. From reading the various reports filed on the Old Arcata Road project, it is our opinion that a cooler appraisal of the situation should have been made. We archaeologists as professionals should learn to look objectively at a proposed action, assessing impacts, without making "sons" pay for the sins of their "fathers".

As professionals, hired by the so-called contractor or developer, it is our responsibility to record what we find, because no one else will. Particularly, if we are to call ourselves "cultural resource managers", we must provide usable information to our peers as well as to the agents of change. If we are suggesting that the agents of change plan around culturally sensitive areas, we must be definitive in locating these areas and assessing the amount and kind of disturbance posed to these sensitive areas. Cloistering of data has not prevented the wanton desecration of either homesites or cemeteries. When the data is not even available to the scientific community working to prevent disruption of the delicate strata of history, something is very wrong in the "state" of archaeology. Even test excavation can irreversibly damage a resource, particularly when the site will be afforded protection as a consequence of the action, as in this particular issue.

In summation, there is a significant cultural resource that will be indirectly affected by the proposed action, but the effect will be positive given the proposal to nominate all historical structures along

Old Arcata Road, P. 4

Old Arcata Road near Jacoby Creek Road as a NHP district, thereby putting such conditions on "development" that further desecration of sensitive prehistoric resources will be prevented. We would recommend therefore that during the inventory necessary for the historic district nomination, that all resources, historic as well as prehistoric, be located and investigated. It should be noted that not only historic structures are significant: a plot of land, a crossing of roads, a ford- any of these localities may have historical significance. The greater the amount of land underneath inventoried historical structures afforded protection, the better the opportunity to include under a protective aegis any and all prehistoric remains. Under new federal guidelines, sizeable tax shelters and even grants-in-aid are available to those who put land into historic preservation. For those who consider the preservation of prehistoric and historic resources a financial burden should be made aware of the implications of those federal guidelines. We see our participation in this overall project as being able to push for a preservationist response to both historic and prehistoric values while still allowing "progressive" modifications to occur to an equally important commercial and social thoroughfare which presently functions to define the present Bayside community.

Forthcoming will be a copy of the registry form for the Rowland/Schoolhouse site for your records. When the permanent State trinomial is received, this will also be sent. In the event that the proposed widening at Old Arcata Road and Jacoby Creek Road takes place, we would recommend that an observer team-one archaeologist and a local Indian representative- be present, even though we realize that only filling of the marsh edge will be taking place in this particular intersection.

If there are further questions on this particular project, please do not hesitate to contact us.

Sincerely,

Katherine Flynn

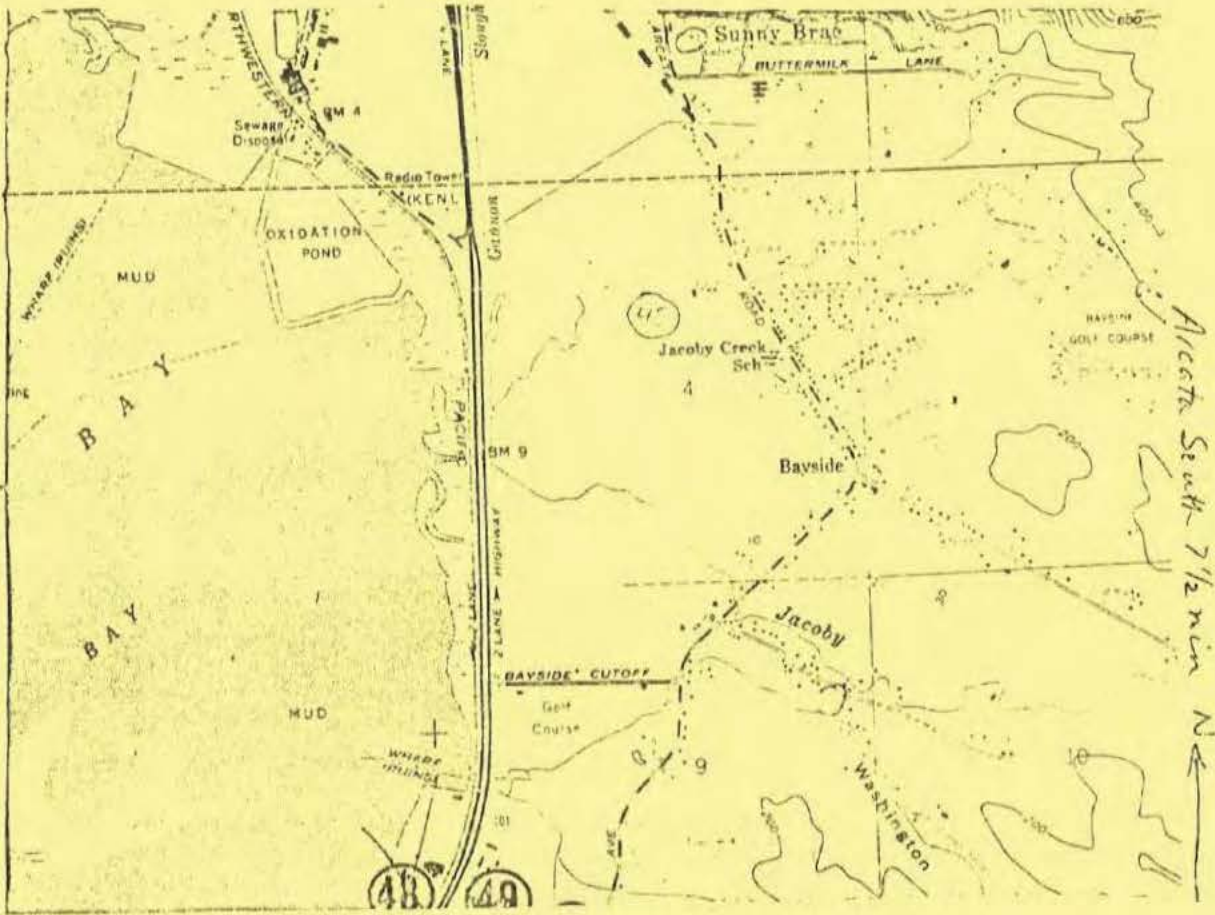
Katherine Flynn

Enclosures: Maps 1 and 2; invoice

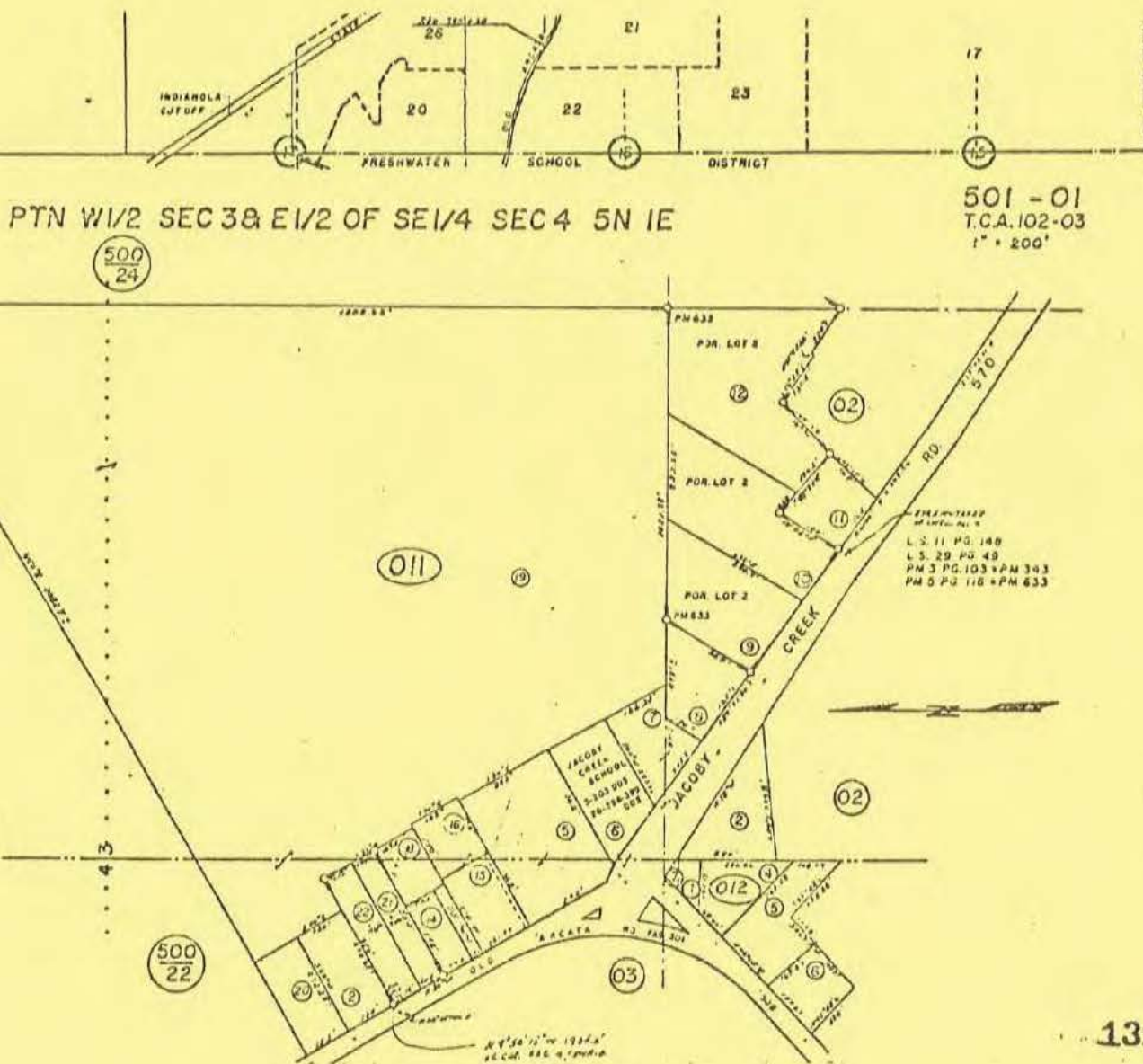
MAP I

PROJECT LOCATION

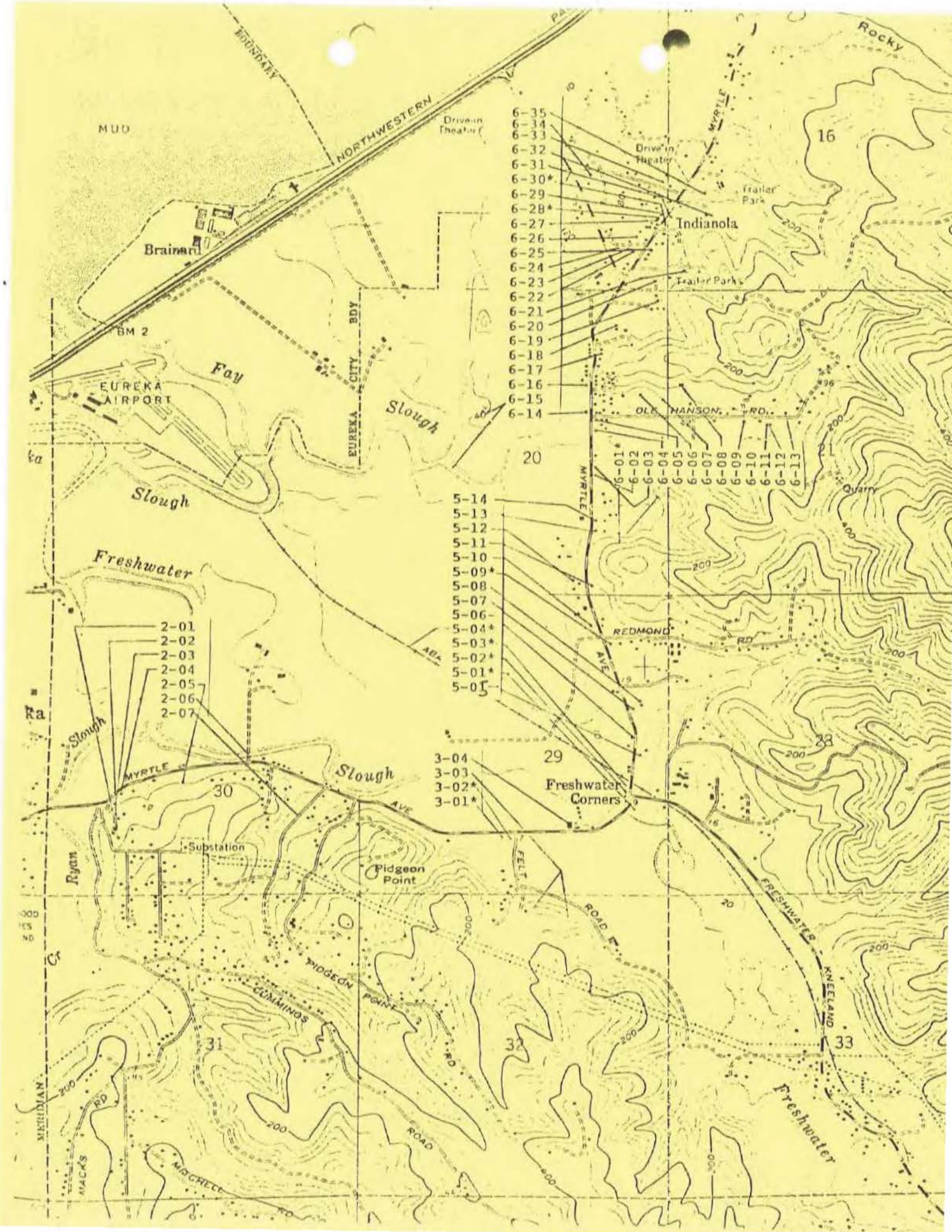
Alceta South 7 1/2 min N

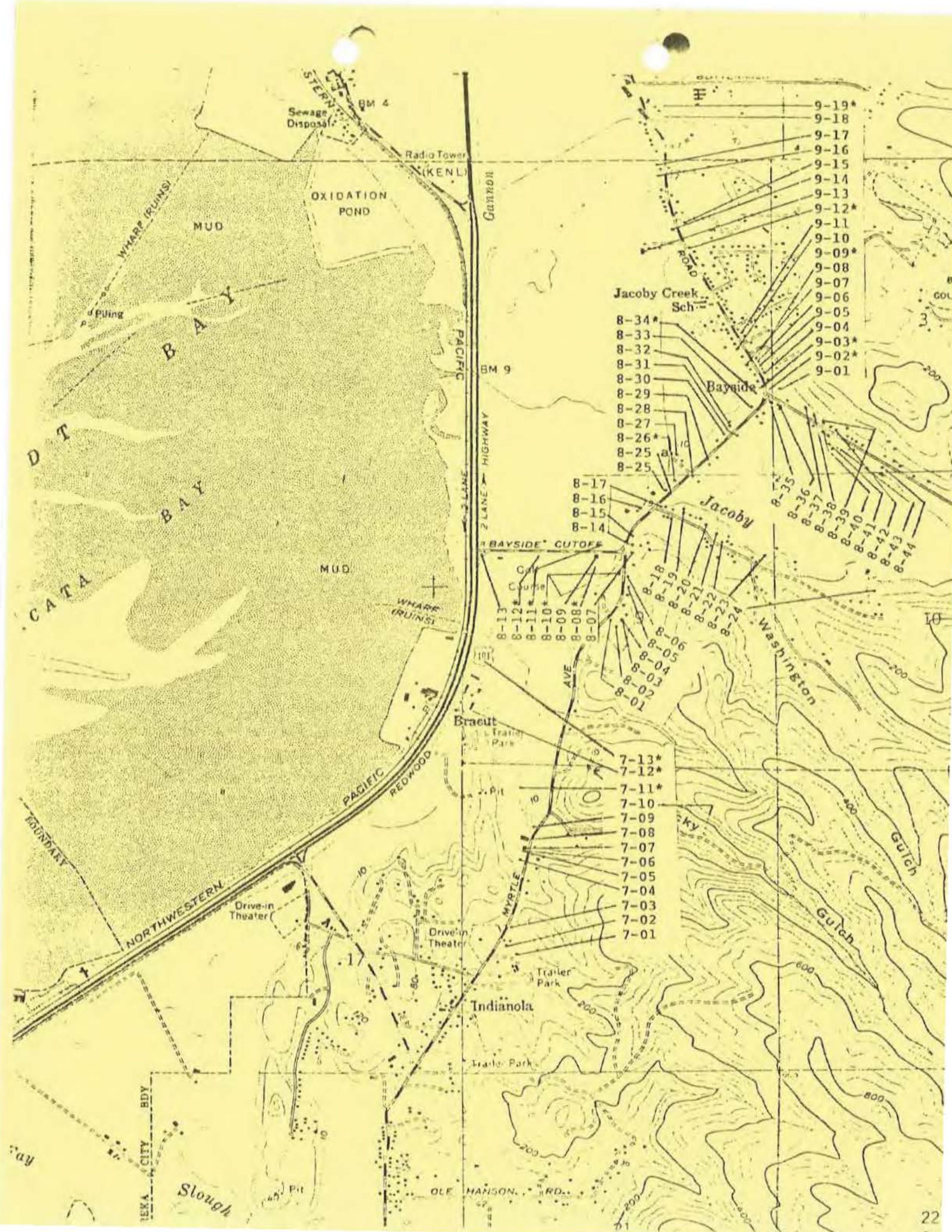


MAP 2. Property belonging to: Ronald E Fowland and
Johanna S. Fowland
P.O. Box 2, Bayside
CA. 95524



Appendix: Maps of Identified Historic Resource Locations





Appendix: Bibliography

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PERSONAL COMMUNICATIONS

Mrs. Emma Anvick, Bayside
Mrs. Ruth Barnes, Jacoby Creek Road, Bayside
Mrs. Martha Canclini, Jacoby Creek Road, Bayside
Mr. Albert Carl
Mrs. Bob Fox, Indianola Road
Mrs. Rolph Hellberg, Indianola
Mr. Ernest Henry, Graham Road, Bayside
Dr. Hal Jackson, Humboldt State University
Mrs. Harold McAlister, Old Arcata Road
Mrs. Harry McLean, Ole Hanson Road
Mr. Sam Mitchell, 1770 Eastwood Drive, Eureka
Mrs. Dayton Murray, Arcata
Mr. Louis Nessier, Upper Mitchell Road
Mrs. Katherine Nevers, Old Arcata Road
Mrs. Betty Partain, Jacoby Creek Road, Bayside
Mrs. James Pastori, 1034 Harris, Eureka
Mrs. Glenn Peterson, Old Arcata Road, Bayside
Mrs. Neel Pettit, Indianola Road
Mrs. Mary Rasmussen, Indianola Road
Mrs. Lester Spinney, Old Arcata Road
Miss Edith Stephens, Old Arcata Road, Bayside
Mr. Ernest Watson, 198 E. 12th, Arcata
Mrs. Bessi Woodcock, 1842 O St., Eureka

ADDENDUM

An Historic Resources Inventory:
Old Arcata Road - Myrtle Avenue Corridor:

The following letter from the State Historic Preservation Office lists properties that have been determined eligible for the National Register of Historic Places. Descriptions of properties that were not included in this report and were found to be eligible are attached to the report immediately following the letter.

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 2390

SACRAMENTO 95811
(916) 445-8006

November 3, 1978

Mr. Omar L. Homme
Federal Highway Administration
P.O. Box 1915
Sacramento, CA 95809

Attention: Bob Cady

Dear Mr. Homme:

I have received your letter of October 6, 1978 regarding the proposed highway improvement project along Myrtle Avenue - Old Arcata Road between the Cities of Eureka and Arcata in Humboldt County.

Representatives from the Federal Highway Administration, Humboldt County, and the Office of Historic Preservation conducted an on-site inspection of the project area on October 18, 1978. The area of potential environmental impact has been redefined to include the roadway corridor and adjacent properties.

I have reviewed the Historic Resources Inventory prepared by Humboldt County Department of Public Works and recommend that the following structures are eligible for inclusion on the National Register as architecturally important properties representing distinctive characteristics of a type, period, or method of construction:

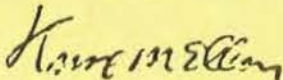
- 3-04 Long-Graham Dairy Barn
- 5-05 Long-Graham House
- 5-06 Graham-Anderson House
- 5-07 George Graham House
- 5-10 Stephen Wilson House
- 5-11 Second Clifton Wilson House
- 5-12 Clifton Wilson Watertower
- 5-13 Kirkham-Chandler-Spaght House
- 5-14 Joseph Spinney House
- 6-02 Gideon Spinney House
- 6-03 John Pinkerton House
- 7-02 Viale House
- 7-03 Al & Mary Johnson House
- 7-06 George Pinkerton-McAlister Barn
- 7-08 George Pinkerton-Montgomery-Williamson Barn

Omar L. Homme
Page Two
November 3, 1978

7-09 George Pinkerton-Montgomery-Williamson House
8-05 Francis Henry House
8-06 James Henry House
8-07 Berry House
8-14 Noble House
8-16 Clendenin House
8-17 Dolbeer & Carson School/Matheson House
8-25 Campbell-Smith-Monroe House
8-28 McGuire Barn
8-30 McAdam-Earwise-Will McFarland House-Second
Bayside Post Office
8-31 George Mitchell House
8-32 Bayside Presbyterian Church
8-33 Connors-Lawlor-Wilson House
9-04 Charles Monahan-Dexter House-Fifth & present
Bayside Post Office
9-05 J. Venning Nellist-William Zucar-Amy Smith House
9-11 David Oscar-Nellist House
9-14 Rhodes-Marsh-Trinidad Watertower

Please feel free to contact Eugene Itogawa of my staff if you need any further assistance by calling (916) 322-8701.

Sincerely yours,



Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

GI:pbp

cc: Donald Tuttle
Natural Resources Analyst
County of Humboldt
1106 Second Street
Eureka, CA 95501

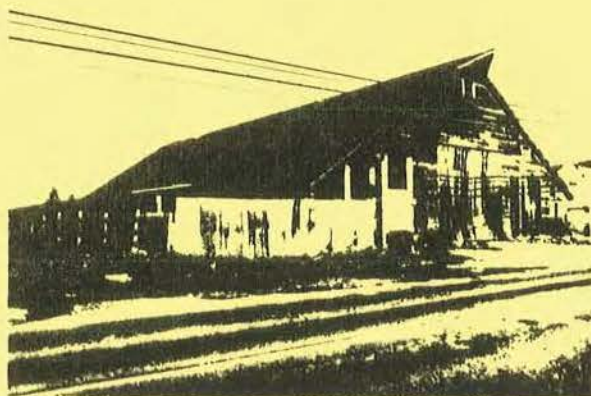
Louis S. Wall
Advisory Council on Historic Preservation
Box 25085
Denver, CO 80225

3-04 LONG-GRAHAM DAIRY BARN

Before 1914

Near Freshwater Slough was the dairy run by the Long-Graham family for many years. This large, gable-roofed barn was built prior to 1914. Note the extended ridge beam and peaked gables which were used to hoist hay to the loft.

A.P. # 402-241-09



Builder: The Viales

Architecture: This is a simple, one story bungalow with a low gable roof, shingle siding, and timbered brackets at the eaves. The entrance is at the gable end, off center, recessed under a sloped extension of the gable roof. The door has an eight panel window above and a panel below. The gable end has two double-pane windows, and a brick fireplace extends upward at the rear of the house.

Further Information: This house and another one adjacent to it were built by the Viales in a shingle style very common in this area between 1910 and 1920, representing a transition from the hip roofs of the early 1900's and the more modern styles of the 1920's and 1930's.

A.P. # 402-061-03



Builder: Al & Mary Johnson

Architecture: This home is a one story, hip roof structure with a narrow, gable roof portico extended above the front entrance and supported by two ornate columns. An unusual feature of the house is a corner bay with a small gable roof projection above the center bay window. There are two large, rectangular, two-pane windows on each side of the portico, with three of the same style windows in the bay.

Further Information: This house was preceded by an earlier house which was deeded to Mary E. Johnson in 1890 and in subsequent assessments for many years thereafter.

A.P. # 402-061-02



7-08 GEORGE PINKERTON - MONTGOMERY - WILLIAMSON BARN c.1919

Builder: J. Montgomery and M. McAlister

Architecture: This red barn is a steep gable roof structure with roller and loft doors at the gable ends. The many-paned glass windows both on the gable end and along the sides are uncommon for barns in this area.

Further Information: This barn and the house at site 7-09 went to J. Montgomery after the Montgomery - McAlister partnership was dissolved.

A.P. # 501-261-13

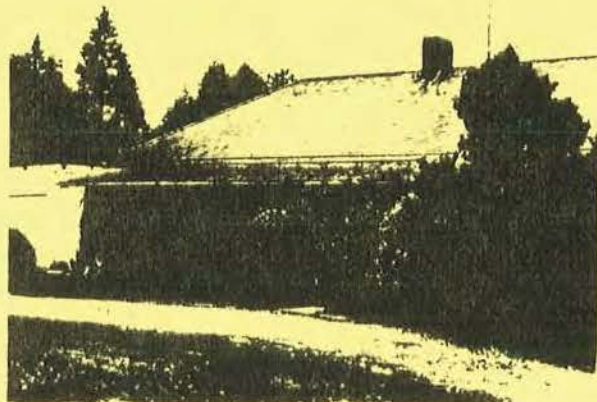


Builder: George Pinkerton

Architecture: This house is a one story, basically rectangular structure. The main section is gable-roofed with the front entrance at the gable side, off center in the front. At the north end of the house is a smaller gable roof section perpendicular to the main section, with the gable end facing the front. The main section has two chimneys, one at the north end and another closer to the south end. The walls of the house are now largely overgrown by ivy and obstructed by shrubbery.

Further Information: George Pinkerton was born in New Brunswick in 1853, came to Humboldt County in 1877 and worked in the woods at Ryan's Slough and later in the shingle mill at Freshwater. In 1883 he established a 70-acre ranch at Rocky Gulch; by 1919, he had acquired 258 acres which was then purchased by J. Montgomery and M. McAlister for \$50,000.00.

A.P. # 501-261-13

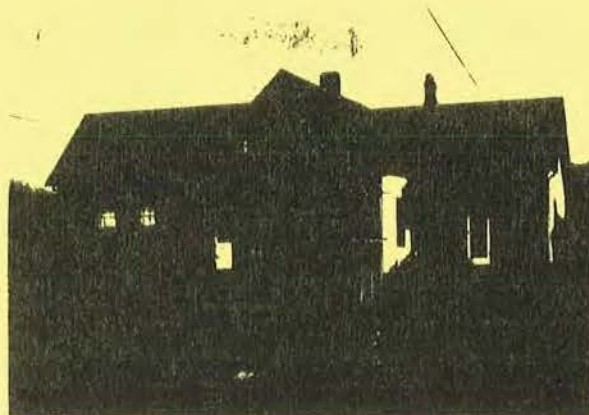


Builder: In 1877, John Mitchell sold one acre of land to George Mitchell for the construction of a house.

Architecture: The house is a rectangular, one story, gable roofed structure with a center front facing gable end and a recessed, gable side section. There are two front entrances: one is off-center in the front facing gable section and covered by a hip roof portico supported on two posts; the other is in the center of the recessed gable side section and covered by a longer hip roof portico, which is attached to the house at the center gable end and supported by one post at the open end. There is a gable window upstairs in the center section (even though the house is not a full one-and-one half story). Seven other windows on the front section are rectangular and double-sashed.

Further Information: George Mitchell was a native of New Brunswick. He and his wife Mary had two daughters: Annie Louise who married Fred Smith, and Edith who married J. Venning Nellist.

A.P. # 501-071-09



Builder: Sheperd Hall

Architecture: Gable roof church, open bell tower, copied from
Fields Landing Congregational Church.

Further Information: The church was organized in 1896 with fourteen
charter members (all women). The lumber was donated by William
Carson whose sister-in-law, Mrs. Sam McFarland, was one of the
charter members. Several of the other members lived along the old
road: Morrison, Nellist, Smith, McKenzie, Noble, and Clendenin.

A.P. # 501-061-17

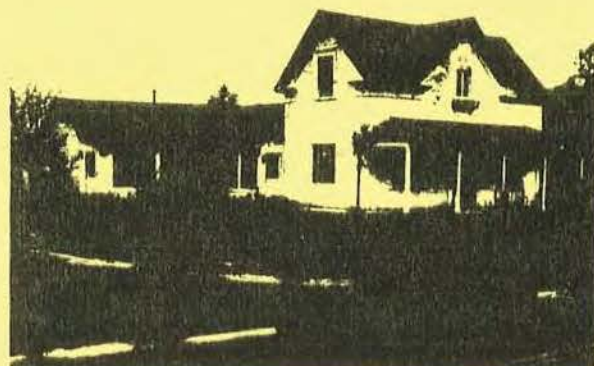


Builder: George Connors

Architecture: The two-story front section of this home has a steep gable roof, with a central lighted gable and return cornices at all gable ends. A hip roofed, open porch extends forward at the single story level and around the north end of the house supported by square posts. The front entrance is centered, and flanked by two large, 16-pane windows. There is a smaller, rectangular, 6-pane window in the center gable end above the porch roof. The rear, one story section is gable roofed with sloped roof extensions over an enclosed porch, with the entrance at the gable end.

Further Information: George Connors came from New Brunswick and settled in Bayside in 1876. The rear, one-story section of the house was built that year. The two-story front section has unusual plastered walls, indicating a later construction date. Connors sold his property in 1887 to Flanigan, Brosnan, and Company, where the firm erected a store adjoining the Jacoby Creek Railroad.

A.P. # 501-031-06



Builder: Mary Nellist sold Charles A. Monahan 26.88 acres for \$1,000 on February 11, 1887. In the 1887 assessment, the land was valued at \$776.00 with no improvements listed. In the 1888 assessment, the land is valued at \$520.00, with improvements valued at \$500.00. From this it can be assumed that the house was built during 1887 when Mr. Monahan owned the land (but whether or not he was the builder is uncertain).

Architecture: The main section is a two-story, "four-over-four" room floor plan, with a hipped roof and brick chimney. The recessed one-story wing also has a hipped roof and brick chimney, with a hipped roof porch supported by four decorated posts extending forward over the entire front section. In the main section, the entrance is off center and covered by a narrow, slope roof portico supported on two posts on a raised stairway leading to the door. Another one story structure has been added to the other side of the main two-story section to serve as the post office. The exterior siding is shiplap with end boards. The trim at the eaves is ogee boxed cornice with frieze. The frieze on the two story section is decorated with dentils and bracket. All windows have plain molding; most are in pairs and are two-sash, double-hung, with vertical mullion dividing the sashes, which have two panes each.

Further Information: Charles H. Monahan, a native of Minnesota, was an engineer on the Flannigan and Brosnan logging railroad. Charles and his first wife Mary had four children: Hugh, Charles, Harry, and Ada. After Mary's death, their daughter Ada and her husband Edward Dexter lived in the house. Charles was remarried to Amy Smith and moved into her home.

A.P. # 501-011-15

