

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Multiple Property Documentation Form

RECEIVED 413

APR 20 1995

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "X" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-8).

INTERAGENCY RESOURCES DIVISION  
NATIONAL PARK SERVICE

## A. Name of Multiple Property Listing

Maritime Related Cultural Resources Along Budd Inlet, Thurston County, WA, Prehistory to 1943

## B. Associated Historic Contexts

Maritime History of Budd Inlet

## C. Geographical Data

The area is adjacent to or immediately upland within 1000 feet of Budd Inlet on Puget Sound from Dofflemeyer Point on the east, south to Olympia, north of Capitol Lake and west to Cooper Point. These are the properties which were considered to fall within the close water to land relationship addressed in this document.

☐ See continuation sheet

## D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.



Signature of certifying official

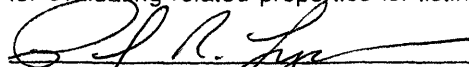
2/10/94

Date

Washington State Office of Archaeology and Historic Preservation

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.



Signature of the Keeper of the National Register

5/1/95

Date

---

## E. Statement of Historic Contexts

---

Discuss each historic context listed in Section B.

### Introduction:

The pre-history and history of Budd Inlet in Southern Puget Sound illustrates the interaction of geographical location and features and human habitation over a long period of time. The study also shows how the built environment was influenced by these geographic features and how man changed them to accommodate his needs in the 19th and 20th centuries. The study was conducted from a water-based rather than land based perspective.

### Background:

Pre-historically and historically Budd Inlet has invited human habitation because of its rich resources and location as part of Puget Sound. The inlet also provided easy access to its rich natural resources from the water. For thousands of years Native Americans frequented the waterway as a gathering place and resource harvesting location. In the 18th century, Euroamerican explorers sought the northwest passage on its shores and marveled at its beauty as well as using the site as a jumping off place for inland exploration. In the 19th century American settlers established settlements at the first point of access to Puget Sound on Budd Inlet at the terminus the Oregon/Cowlitz Trail and created a city on its shores. Verdant timber growth lined the bay. Shell fish and salmon were harvested. Early settlers were attracted to the falls of the Deschutes flowing into Budd Inlet as a source of waterpower. Early missionaries took advantage of the site as a gathering place for Native Americans to establish a mission on its shores. Earliest settlers quickly claimed the shores of the inlet under the Donation Land Claim Act of 1850.

The early importance of Olympia as a territorial capital, custom house site, post office and center of commerce created a traffic of early shipping and steamboat trade in the Inlet.

As settlement increased early landowners sought out the views and convenience of waterfront homes for transportation both east and west of the inlet. "Marshville" to the west and "Swantown" to the east of the Olympia peninsula were soon joined by a maze of wooden causeways and docks. Mills sprang up along the east and west sides of the inlet to process the adjacent timber and the baysides were quickly logged. A railroad spur line hugged the west side of the bay to the Old Port dock.

The benefits of a deep water port captivated Olympians who in the 150 years from earliest settlement dredged and filled the waterfront to create a port area and eliminate the original east side slough. This encouraged further industrial development and increased shipping traffic on the bay. Some mill owners built homes to oversee their waterside investments. A more permanent concrete bridge was built across the west inlet in 1921 which still stands. The Port of Olympia was established in 1922 and its role as a shipping point has influenced the relationship of land and water at the southern end of the inlet.

Grand schemes were envisioned for Budd Inlet shores in the early 1900's at Boston Harbor which was to be a metropolis rivaling its namesake and in the 1890's at Athens Beach where a utopian community was contemplated.

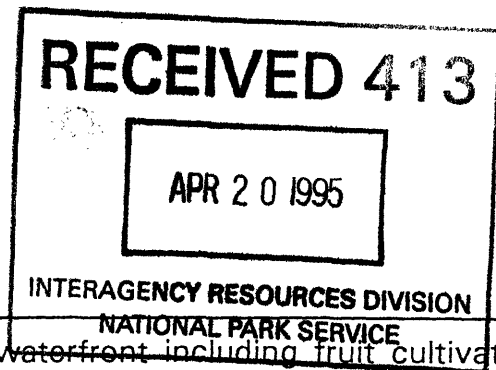
Still others plied the waterway in boats and launches notably at the Olympia Yacht Club and established summer residences along the bay.

As road transportation improved many leading citizens built homes along the waterfront often transforming modest summer homes into prime residences. Joseph Wohleb, Olympia's premier architect designed many of the homes as well as the Olympia Country Club at Butler Cove. Other architects such as Paul Thiry, Thomas and Totty and others also left their stamp on these waterfront residences.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number E Page 2



Commercial enterprises also thrived along the waterfront including fruit cultivation and canneries, brick making, ship building, metal fabrication, and lumber processing. A large mothball fleet anchored off Gull Harbor after World War II.

The damming of the Deschutes in the 1950's eliminated the unsightly mud flats and created a second water basin adjacent to the city, Capitol Lake.

Today, the trend toward residential development continues the with bay lined with newer view and waterfront homes, some rebuilt on homesites from an earlier era. The Port of Olympia now mainly specializes in log exports and has developed recreational boating facilities on East Bay. The industrial history of the inlet still exists on West Bay in lumber processing and manufacturing facilities.

Many prehistoric and historic properties remain to signify the rich history of Budd Inlet.

### Organization of Multiple Property Group:

The multiple property documentation form identifies one historic context--Maritime Related Cultural Resources Along Budd Inlet--and several related but discrete property types which are significantly associated with the context. Survey data does not indicate the existence of a district because of later or intervening development. The property types are: Archaeological Sites, Settlement Property/Sites, Maritime Commerce/Transportation Property/Sites with subgroups representing Wharf/Port Development, Transportation, Commerce, and Manufacturing, and Waterfront Residential Architecture with subgroups of Permanent and Summer Residences. The context statement outlines general prehistoric and historic developments related to the theme. The discussions of the property types include a description of physical characteristics, an evaluation of significance, and a template of registration requirements for each property type.

### **HISTORIC CONTEXT**

#### Setting:

Budd Inlet is a relative shallow inlet of the southern basin of Puget Sound in the State of Washington. This area formed by changes in the earth's crust was carved through several glacial periods which downcut the main channels through glacial erosion and glacial deposition. Olympia at the head of the inlet was the southernmost extent of one the latest of these glacial periods about 13,000 years ago.

Budd Inlet is 11.1 kilometers long with an average width of 2.4 kilometers and maximum width of 2.6 kilometers. The average depth of the inlet is 9 meters at low tide and 354 meters near the mouth. The major source of fresh water is the Deschutes River which flows into the inlet at the south end.

Major landforms of the Inlet include the Olympia Peninsula which extends northward from the head of the inlet with west and east bays extending southward on either side of the peninsula. Other landforms include Butler and Tykle coves on the west side of the inlet, Cooper Point and Boston Harbor at the entrance to the Inlet on the north and Ellis Cove and Gull Harbor on the east side of the Inlet. The southern end of the inlet was historically an estuary for the Deschutes River, and Percival, Indian and Moxlie creeks, fresh water streams which also flow into the inlet at the south end. The Deschutes River was dammed in 1951 to form Capitol Lake which now has a flood gate to the bay.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number E Page 3

---

Extensive dredging of the Olympia Harbor Area over a number of years have changed the land to water configuration of that area dramatically.

This document presents the history of the Inlet as viewed from the water to the land.

### Prehistoric Cultural Occupations:

The main prehistoric ethnographic group of the Budd Inlet area were the Puyallup-Nisqually Indians who are part of the Coastal Salish group. The group principally described by ethnologists as being in the area were called the Stehtsasamish (Gibbs, Eells) who had a village at the south end of Budd Inlet at the outfall of the Deschutes River. The name of this village group was "st tcas bc". This group may have ranged widely however as various seasons and food gathering activities took place throughout the year. Descendants of the Indians that lived along Budd Inlet are now members of the Squaxin and Nisqually tribes. (Carpenter, Correspondence)

Ethnologists have identified names for a number of sites along the inlet including Butler's Cove, Percival Creek, Deschutes River, Olympia, Priest Point Park, Gull Harbor, and Dofflemyer Point. Archaeological sites associated with these occupations have been identified at Priest Point Park. (Smith, Masten, Waterman, Stilson)

### Exploration and Settlement:

Early Euroamerican explorers to the area include the English Vancouver Expedition in 1792. On May 20, 1792, an expedition of sixteen men under the command of Lt. Peter Puget departed the Vancouver Expedition main ship, Discovery, anchored off what is now Bainbridge Island, in two small boats. Puget explored Southern Puget Sound including Budd Inlet in an attempt to locate the Northwest Passage. After the reconnaissance work of Puget, Vancouver named the area south of the Narrows in his honor. (Meany, "Notes and Documents")

The first Euroamerican settlement activity in the vicinity was by the Hudson Bay Company who first established a storehouse near the Nisqually River in 1832. They had considered the falls of the Deschutes at Budd Inlet as a post site because of its potential as a mill seat for grist and saw mills. This idea appears to have been abandoned because of the poor quality of the surrounding land for agricultural use. One account by a retired Hudson Bay employee, Thomas Otchin was that he was the first permanent settler in what is now Olympia, having spent 1841 there. (Hillsboro Argus)

In July 1841, the U.S. Exploring Expedition under Lt. Commander Charles Wilkes visited Puget Sound. Wilkes, Lt. Thomas Budd and Mr. Henry Eld set out in three boats and reached the head of the inlet on July 9 and described the falls of the "Shutes River." Some members of the party were dispatched on an overland exploration south of Budd Inlet. (Meany, "Diary")

First documented American settlement of the area was in 1845 when the Simmons Party settled near the falls of the Deschutes River. The following year Levi Smith and Edmund Sylvester claimed the site of what is now Olympia. Smith built a cabin near what was then the Olympia waterfront and claimed much of the area of what is now Olympia. Smith died in 1848 and the townsite passed to Sylvester who platted the city in 1850 in an arrangement reminiscent of his New England origins.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number E Page 4

In 1848 the a French Catholic missionary group, the Oblates of Mary Immaculate, established a mission on the east side of Budd Inlet near what is now Priest Point Park. Fr. Pascal Ricard led the group and named the mission St. Joseph's of New Market. Fr. Ricard and three other priests cleared land and planted a large garden and later built a chapel and residence for the Indians to whom they ministered. They operated a school there for Indian boys as well as cultivating a large garden and orchard. They abandoned the site in 1860 and moved their mission activities to Canada. (Nicandri, Pioneers)

The Donation Land Claim Act of 1850 granted 320 acres to single men or 640 acres to married men over 18 who had settled in the area by December 1, 1850. Those who settled in the territory by December 1, 1855 could claim 160 acres if single or 320 acres if married and over the age of 21. Much of the shoreland of Budd Inlet was claimed under the provisions of the law. Early Donation Land Claims on Budd Inlet included, on the west side, G. W. French, B. F. Brown, John L. Butler, Edmund Marsh, Samuel Percival, Alonzo Warren, George Tykle, E. J. Allen and David Burntrager. Isaac Dofflemyer (Dofflemyer Point), Pascal Ricard (Priest Point Park), Edmund Sylvester and Clanrick Crosby established claims on the south end. Daniel Bigelow, John Swan, Pascal Ricard, C. Ethridge, Quincy Brooks, William Billings, Joseph Shaw, George Whitworth and William Lyle settled on the east side. (GLO Survey Records)

### MARITIME COMMERCE/TRANSPORTATION

Waterborne transportation was the most accessible means of travel for the early settlers in the days when virgin forests thickly covered the land. To facilitate waterborne travel, the first wharf on the Inlet was built in 1848. Samuel Hancock constructed this landing to deep water on the west side of Budd Inlet.

In 1849 Sylvester who had inherited the site of Olympia (then known variously as Smithfield and Smithster) from his deceased partner Smith, purchased the brig Orbit in San Francisco. It was the first American ship to call at Olympia, as the town became known in 1850. The ship loaded pilings for San Francisco.

In 1851 Olympia, then still a part of Oregon Territory was named the first Custom House on Puget Sound when the Puget Sound Collection District was established. That meant all ships had to register in Olympia after entering Puget Sound before proceeding to other ports. Salmon, shingles, wood and spars went out of Olympia. So vital was Budd Inlet to the development of Olympia, that the first frame building was brought by water to Olympia from the East Coast (McDonald, Washington Yesterdays). By 1853 steamboats were calling at Olympia. Edward Giddings built a long wharf extending from the foot of Main street in 1854. (Steele, H. "Remembering")

In 1875 John French and his neighbor B. F. Brown built Brown's Wharf about a mile north of Olympia. Here steamers loaded wood which Brown and French cut and hauled. When passengers would arrive by ship they landed at Brown's Wharf and were brought to town by rowboat.

The Brown's Wharf was built through a special levy with a tax of 2 1/2 mills. The wharf enabled the Pacific Transportation Steamers to call at Olympia. Cargoes at the Brown's Wharf included the famous Olympia oysters, Horton's Water Pipe from Tumwater and the rails and locomotive for Olympia's railroad. To connect sea and rail transport, a short logging railroad was built to the bay in 1883 to Brown's wharf, but the wharf did not prove viable. (Newell, Rogues)

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number E Page 5

---

Sam Percival, a native of Massachusetts came to the northwest in the 1850's. He built the original Percival Dock in 1860. The wharf was rebuilt many times until it was torn down in 1977 and rebuilt as a waterfront boardwalk. In 1877 Captain Sam Percival turned over the wharf to his son, John C. Percival, born in Olympia in 1861. The wharf was haven for the flourishing steamboat trade which operated on Puget Sound. The steamers were the preferred method of transportation on the Sound because of the difficulty of overland transportation through the thickly forested landscape. The American steamship era began in 1853 with the arrival of the small, side-wheel Fairy steamer in Olympia. Sidewheelers and sternwheelers punctuated the salt air with their whistles when a trip downsound was an adventure. The dock was the off-loading site for passengers and cargo. When the electric street cars came on the scene in Olympia in the 1890's, a spur was built to the dock to accommodate incoming passengers. Olympia Beer was brought by street car to the dock for transshipment. The Fourth of July celebrations which were a major events in early Olympia climaxed here with Indian canoe races and rowing contests. The dock was the center for the colorful steamboat trade which brought the sidewheel and sternwheel craft to the front door of Olympia. The dock was sold in 1926 to Capt. F. E. Lovejoy who had the Puget Sound freight Lines. His ships replaced the steamers. Percival retained his office which was a landmark on the Olympia waterfront until his death in 1945.

Percival Landing Park was built in 1977 by the City of Olympia and commemorates the Percival role in the steamboat-era history of the city.

Besides Percival Dock, the City of Olympia also had a landing for smaller craft along the 4th Avenue Bridge and Samuel Horr's Dock was to the west of Percival's Landing. By the 1920s local steamboating had given way to the more convenient automobile and highways for transportation.

Beginning in the 1860's city officials began building bridges to connect downtown Olympia with "Marshville" on the west side and "Swantown" on the east. Bridging efforts began with a cantilevered wooden causeway on the west side and later progressed to a wooden drawbridge which allowed boats to reach the Olympia Brewery at the mouth of the Deschutes River. A series of replacements were built with the present 4th Ave. bridge going up in 1921 in reinforced concrete.

In another attempt to provide an adequate dock, the city bought land for a wharf at the foot of Main for \$150 and based on the 1885 Powell Survey of the harbor, thought up a number of ingenious ideas to dredge the mudflats for a port closer to the townsite. Everything from a dam at Priest Point to churning up the water with rakes was conceived. The city finally hired the dredge Umatilla from Portland to dig a channel from Main to deep water. and in 1887 built a long wharf to deep water measuring 4,798 feet built on 927 piles.

As an aid to navigation, Dofflemeyer Point Lighthouse was first established in 1887 and for many years the lighthouse keeper brought a lamp to a post at the site. The present concrete lighthouse was constructed in 1934. (U.S. Coast Guard Records)

Local loggers Ike Ellis and Ben Turner completed short logging railroads terminating on the Bay. Ellis' ran from Plum's Station south of Olympia to the east waterway and Turner's from Black Lake to the west waterway. (Newell, Rogues) Ellis logged much of the virgin timber both east and west of Budd Inlet north of Olympia. Ellis Cove is named for him.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number E Page 6

By the late 1890's sawmills lined the east and west sides of the bay near Olympia. On the west side were Olympia Fir Lumber, Panama Shingle, McCleary Lumber and Buchanan Lumber. These all burned at various times in the early 20th century. Some mill owners built their homes overlooking the mills.

The Army Corps of Engineers dredged the channel in 1893-94 and deposited the dirt under the 4th Street Bridge. By 1895 the long wharf was abandoned as the dredging allowed more extensive use of Percival Dock.

The city of Olympia's waterfront changed drastically during 1909-1911 when a dredge returned to fill much of what we know as downtown Olympia and part of the Deschutes waterway and Swantown slough. Known as the Carlyon Fill after its organizer and promoter, mayor and state legislator P. H. Carlyon, it changed the shape of Olympia by adding some 29 blocks of land in an effort which dredged 2 million cubic yards of mud. Much of the land north of Olympia Avenue is fill. The cost was \$250,000 and with a civic effort all but \$48,000 was paid for by townspeople. Included in the improvements were railroad beltlines. The fill provided industrial sites for the prospering lumber mill industry and finally provided a deepwater port adjacent to Olympia.

Olympia shipbuilding for the First World War commenced in 1917 when the Olympia Ship Building Company built schooners on the fill. Later the Sloan Shipyards took over the site.

The Port of Olympia was officially formed by a county-wide vote in 1922 and wharf facilities were established at the Sloan Shipyard on the Carlyon Fill. Wharf facilities were built throughout the 1920's. Formation of the port spurred continued widening of the port area and dredging to maintain depth as the size and number of ships calling at the site increased. Bulkheading for piers and use of the port area for lumber processing and log booming followed the formation of the port. (Stevenson, Port)

Port development brought a number of industries to the area adjacent to the docks. Lumber mills processed the bounty of nearby Black Hills forests, their smokestacks a sign of prosperity. Washington Veneer which was built in 1925 shipped out finished 3-ply veneer to all parts of the country and Olympia Door Company which specialized in millwork, sash, doors and interior finishings. Other nearby mills shipped dimensional lumber and shingles.

Over the docks also went two of Olympia's most famous products: Olympia Beer and Olympia oysters. Oyster and shellfish harvesting were traditional activities. Oyster cultivation after the turn of the century increased yields on tidelands, especially in Totten Inlet. Oyster opening houses were located along the west causeway early on and were replaced with more substantial structures into the early 20th century. The Olympia Brewery located below the falls of the Deschutes River in Tumwater and at high tide shipped the beer through the estuary to Budd Inlet.

The Olympia Canning Company located their processing facilities adjacent to the Port Docks and processed fruit grown at the Cannery Ranch at Gull Harbor and from Eastern Washington. Their cannery buildings later significantly altered became Yard Birds shopping center.

The Port continued improvements during the 1920's and 1930's building extensive bulkheads and wharves as well as a number of transit sheds and related structures. In the 1940s a Port office building and cold storage plant were built.

During the 1950's Capitol Lake was formed from the estuary at the mouth of the Deschutes River and dammed at 5th street. Percival Cove was filled in at this time creating Deschutes Parkway. This changed the character of the inlet by limiting the tidal flow/mudflats at low tide.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number E Page 7

---

A reserve mothball fleet anchored off Gull Harbor after World War II. Channel dredging was done in 1945 to accommodate the fleet. Some of the ships were used in the Korean conflict and Suez Crisis. The remaining ships became a storehouse for 16.5 million bushels of wheat beginning in 1953 and ending in 1959. The Reserve Fleet reached its peak of 185 ships moored in Budd Inlet in 1960 and departed the inlet in 1972.

By the 1960's the lumber processing operations and cargo had declined at the Port and the shipment of logs took precedence. Lumber processing moved to other locations primarily out of state and many of the former cargo buildings were demolished in the 1970's and 1980's to provide for large areas for dry-storage of logs brought by truck awaiting export.

In the early 1980's a large dredging operation was undertaken at East Bay to provide for a private boat moorage facility, land for development and to regularize the boundary on the east side of the port peninsula.

### NATURAL RESOURCES

Olympia Oysters or (*Ostrea lurida*) were native to Budd Inlet and harvested prehistorically by Native Americans. First euroamericans appreciated the oyster's availability and a pioneer saying was "When the tide is out, the table is set." By 1868 a brisk trade was underway in oysters with San Francisco, and another adage was born, "Olympia, the home of the gods; Olympia oyster, food of the gods." In the efforts of Olympia to maintain its title of state capital, promoters sent the oyster statewide and it was known as the "succulent lobbyist."

The first oyster processing plant was built on waterfront in 1893 and others were rebuilt during the 1920's. With the improvements in overland roads, processing moved to Totten Inlet (Oyster Bay) where the producing oyster beds were located. Later sulfite waste and other environmental factors caused the decline of the Olympia Oyster which has recently been regenerated.

Logging was done early on around the inlet as timber resources adjacent to the bay were quickly logged most notably by Isaac Ellis and floated to processing sites adjacent to the bay.

During the Alaska Gold Rush residents near Gull Harbor saw the market for dried prunes as a non-perishable foodstuff and began prune orchards and established large prune drying barns in the area. None of these facilities are extant.

At Gull Harbor, the Sunnybay Plantation was developed in the 1920's to grow fruit for processing at the cannery adjacent to port docks. The "Cannery Ranch" as it was known cultivated varieties of fruit and berries and hired many young women who lived in a camp at the site to harvest the fruit. Other fruit for the cannery came from Eastern Washington.

### COMMUNITIES

The west side of the bay was known as Marshville for Judge Edmund Marsh. The first bridge to the west side was built in 1869. The name "Marshville" was dropped in the late 1800's. The east side of the inlet near Olympia was known as "Swantown" for John Swan who had a claim in the area. Wooden causeways were built to join downtown with "Marshville" and Swantown as early as 1856. Later the slough separating Swantown from Olympia was filled by dredge spoils.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number   E   Page   8  

The town of Olympia was early on oriented toward the bay with the first settlement on the waterfront since overland travel was difficult. Early travel was most often on Puget Sound, often by Indian canoe and later by steamboats. Olympia developed southward from the waterfront but continued to be dependent on waterborne transportation until the advent of improved roadways in the early 20th century. The city was without a mainline railroad for many years which made this water connection very important.

The physical relationship of the City of Olympia to Budd Inlet was modified by the longterm dredging and filling of the southern end of the waterway and the eventual damming and bridging of the Deschutes River estuary.

Other communities also arose along the Inlet. In 1891 a Congregationalist minister, J. R. Chaplin platted the tip of Cooper Point as College Grove. He later in 1900 platted "Athens" on Cooper Pt. which was to be the site of "People's University". Two hundred acres of his development were reserved cultivation and university purposes. Although the college never prospered, indeed never moved from its Olympia location, the name is remembered in "Athen's Beach" on the bay. ("How the West Once Was")

In 1904 P. P. Carroll, pioneer newspaperman and lawyer, announced plans for a seaport at Dofflemyer Point. Long wharfs and wide boulevards were to mark the new metropolis. "Harriman City" as Carroll called it was to be the terminus of Union Pacific Railroad. The city faded in the fall of 1907. Carroll's efforts were succeeded by C. D. Hillman who promoted his new town at the site "Boston Harbor" through tours, newspapers and flyers. Some work was begun there but by 1911 Hillman was on trial for mail fraud and the promotion fell by the wayside with some residents still holding the lots sold by Hillman. Many lived on in the area which has now become a popular residential community with a small marina. (Stevenson, "Olympiana")

The Sunnybay Plantation located near Gull Harbor was part of the operations of the Olympia Canning Company which began about 1915 and was owned by Mark Ewald and West Coast Grocery of Tacoma. Land was cleared after World War I for the Cannery Ranch near Gull Harbor. The farm encompassed about 300 acres where pie cherries, Italian prunes, strawberries, raspberries and loganberries were grown. Fruit was hauled daily to the cannery via truck and the ranch also used a long dock for transporting other goods by steamer to and from Olympia. At peak berry time, 200 girls came from all over to stay at the facility where they had cabins, a cafeteria and recreation room. The ranch installed its own light plant and water was pumped from a nearby creek by hydraulic ram up to a water tower. The ranch had experimental types of crops such as black, pink and white strawberries and as well thornless youngberries and boysenberries. (Shincke Correspondence)

The company's products were sold worldwide, many shipped through the Port of Olympia. Norpia Real Estate sold lots in Gull Harbor to the ranch workers, many of them farmers of German and Russian descent from eastern Washington. The cannery operated until 1959. Later the ranch had turkeys and black angus cattle. Still later a golf course was proposed for the property but never materialized. Ivan Moorhouse the site manager and owner Mark Ewald built homes adjacent to the ranch.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number E Page 9

According to one reminiscence, during the years of prohibition stills operated extensively between Walnut Road (14th Ave. N.W. and Little Cove Road (now 52nd Ave N.W.) on the west side of the inlet. (Bowman manuscript)

In 1923 the Olympia Golf and Country Club bought part of the John L. Butler Donation Claim for a golf course. Members of the club bought waterfront lots to help provide funds to build the course, club house and dock. Joseph Wohleb designed the clubhouse in 1925. Many of the homes built during the period were built by club members along Butler Cove. (McCaughan, "Partial History . . .")

### RECREATION

During the early part of the 20th century some recalled that Butler Cove was a popular picnic place and "almost the whole town would turn out to attend the clambakes. (Basse, Told) Butler Cove also had a dance pavilion. At Butler's Cove and at adjacent "Silver Spit" (now Tamoshan) were popular sites for tent platforms where Olympians spent the summer. The "Lester D" was a grocery boat owned by Lester Darling which served these summer residences. Since overland roads were slow to develop on Cooper Point and Boston Harbor, traffic was by boat to these locales.

Another popular waterfront home was "The Firs" on the west side of the Inlet. It was known as "one of the best known summer cottages on the Olympia waterfront." Theodore Brown purchased part of his father's original Donation Land Claim and built the cottage expanding a tent platform into a house called "Auntie Brown Beach House" which was a social center from around 1910 until 1930. (Blankenship, Early History . . .)

The Olympia Yacht Club founded in 1889 was a mecca for the avid boating community in the area. Located at the end of the inlet, the group built a clubhouse in 1930 which was rebuilt in the 1950s.

Priest Point Park was purchased by the city in 1906 as one of its first parks and developed through community efforts centered around workdays capped by clambakes. The park is primarily a natural environment with some picnic facilities, playground and beach. At one time, the park had a large population of peafowl.

### RESIDENTIAL ARCHITECTURE

Several types of waterfront residences developed along the bay. During the 19th century some residences were built adjoining the bay because of its role as the major transportation corridor and the belief that the salt air was beneficial to health.

Some late 19th century and early 20th residences were built as lumber mills developed on the west side in conjunction with the owners of those mills. Other houses were built as both East and West Bay Drives were established around the turn of the century.

By the early 20th century Olympians had established summer residences, sometimes only tent platforms both east and west of Budd Inlet notably at Butler Cove, near Priest Point Park and Silver Spit, what is now known as Tamoshan. Other summer beach cabins were built out over the water north of Gull Harbor and other waterfront locations. They were sometimes only accessible by boat and serviced by grocery boats which plied the inlets around Olympia.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number E Page 10

---

Some small homes were built in the Boston Harbor area as a result of the land boom there in the early part of the century.

During the 1920s substantial permanent homes were built adjacent to Budd Inlet on East Bay Drive especially south of Priest Point Park. Houses were also constructed at Butler Cove on the West side of the inlet in conjunction with the development of the Olympia Country and Golf Club. Some of the beach houses and tent platforms were developed into full time homes as roads were built to Cooper Point and Boston Harbor.

Other residences were built conjunction with large scale farming at the Cannery Ranch including the Ewald and Moorhouse residences. One of the most outstanding waterfront homes was built in 1939 by noted northwest architect Paul Thiry. "The Glass House" as it is known was a seminal design by Thiry of the cubical form using innovative uses of marble, glass and metal. The home was originally built for Olympia businessman Sy Nash.

### CONTEMPORARY APPEARANCE

Budd Inlet is lined with prime residences which rim the bluffs overlooking the bay on both the east and west sides. The port peninsula remains primarily industrial in character as does the West side which has lumber processing/industrial businesses. Private boat moorage dominates the East Bay. Moorage is also located along Percival Dock and the West Side. The City of Olympia has replaced the historic Percival wharf with a public boardwalk which borders the southernmost part of the inlet. Office and commercial buildings are now being built which replace the earlier manufacturing and maritime related businesses formerly at the wharf. Other public access on undeveloped shorelines is centered at Priest Point Park, the DNR Research facility at the site of the former mothball fleet and Burfoot County Park on the east side of Budd Inlet.

---

**F. Associated Property Types**

---

**I. Name of Property Type** Archaeological Site/Prehistoric Cultural Occupations

**II. Description**

These archeological sites are adjacent to Budd Inlet and may be associated with water-oriented activities on Budd Inlet including wet and dry sites. These sites reflect the early habitation of Salish Indians along the shores of Budd Inlet. These sites are typically are on small remnant terraces above fresh water sources. Soils on these terraces are generally poorly developed and artifacts occur on or near the surface of largely unmodified glacio-marine or glacio-lucustrine sediments. Typical artifacts include large leaf shaped projectile points with diamond shaped cross sections, large cobble choppers which may be tested cobbles and flakes. Artifacts are often of locally available materials--basalt or siltstone. (Stilson) or they may be shell middens.

**III. Significance**

These sites are significant under Criteria A and D because they reflect prehistoric cultural occupation on Budd Inlet and the life ways of the prehistoric groups who occupied or visited Budd Inlet for food gathering, ceremonial activities, trade and temporary or permanent residency.

**IV. Registration Requirements**

Sites meeting the Criteria for Evaluation in the Southern Puget Sound Study Unit as adopted by the Washington State Office of Archaeology and Historic Preservation.

Fuller treatment of archaeological property types should be completed prior to nomination.

☒ See continuation sheet

☒ See continuation sheet for additional property types

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number F Page 2

I. Name of Property Type Settlement Property/Site

II. Description

Residences or sites illustrating the earliest Euroamerican settlement of the area on the Donation Land Claims associated with Budd Inlet settlement and date from the 1850 to 1870 period. These properties which are oriented toward the water illustrate the early building styles and methods. They also illustrate the reliance of the early settlers on water transportation and the orientation of the settlement toward the water for commercial, aesthetic, health and safety reasons. (Intervening construction may have been done whereby these properties are not now nearest the water). Properties are relatively close to Olympia or early settlement centers. The houses are generally of medium size built in wood of box/plank construction and have pioneer or Gothic Revival style detailing. Sawmills were developed very early on Budd Inlet and so these earliest residences are built of milled lumber. They are set relatively close to the water to take advantage of the transportation opportunities which it afforded. They originally would have had some outbuildings and orchards. The earliest settlers had small subsistence farms often with a few animals and forage crops. Early settlers built their homes near springs or other fresh water sources. They constructed the buildings on hillsides with good drainage to thwart the rainy weather of the area. They may also have porches which capitalize on their waterfront orientation.

Presently only a handful of these properties are extant. The Bigelow House, listed on the National Register is the best example of the type on the east side of the Inlet. However, other housing has been built between it and the bay. Other properties are the Woodard and French Houses on the west side of Budd Inlet. They have been altered although still reflect their original waterfront orientation. Archaeological investigations could locate the St. Joseph Mission residential sites. The Crosby House which dates from the 1860's associated with the New Market Settlement at Tumwater is extant and listed on the National Register as part of the Tumwater Historic District. That house is oriented toward the Deschutes River.

III. Significance

These houses/sites are significant under Criterion A as the houses/sites associated with the earliest Euroamerican settlement on Budd Inlet. They have achieved significance for their siting and location and are important in illustrating the early development patterns on Budd Inlet. By their siting, they illustrate the importance of the Inlet in influencing settlement patterns. Part of the requirement for establishing Donation Land Claims was to live on the claimed property for a period of four years. These properties were built in response to that condition. Their construction type and materials are also illustrative of the economic and cultural development of the area.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number   F   Page   3  

---

### IV. Registration Requirements

#### 1. PHYSICAL

Eligible Settlement Properties/Site should have integrity of design, workmanship, materials of plank/box construction and Gothic Revival or Pioneer architectural styles. They should have original cladding, windows and porches. They should express the feeling and association of waterfront orientation and access. Intervening construction may have been done whereby these properties are not now nearest the water changing their physical setting.

Properties will be relatively close to Olympia or early settlement centers. These properties should be the primary residence of the Donation Land Claim site. These sites/structures must be at least 50 years old.

#### 2. ASSOCIATIVE

Eligible Settlement Properties/Sites should be associated with the owners of Donation Land Claims on Budd Inlet and built during the 1850 to 1870 period as the primary residence on the site. They should have documented significance when evaluated in the context of the early settlement history adjacent to Budd Inlet and be associated with the themes expressed in the Maritime Related Cultural Resources of Budd Inlet prehistory to 1943 thematic statement.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 4

---

I. Name of Property Type Maritime Commerce Property/Site

Subtype: Wharf/Port Development

II. Description

These properties are associated with the Development of Water Related Commerce representing the development of shipping in Budd Inlet. They are adjacent to or on land on what is now the Port of Olympia or are associated with wharves/piers development along the bay. They include Percival Landing at the site of the longtime steamboat wharf now rebuilt as a pedestrian boardwalk, the site of the first Custom House on Puget Sound, the Port Administration Building, and the sites of the Old Port Pier and the Cannery Ranch Pier. The newer properties will be in good condition whereas the historical wharf sites may have little integrity or only integrity of location.

III. Significance

Significant under criterion A, these properties are related to the longtime maritime commerce of Budd Inlet and illustrate the changes in the physical relationships of the bay by their siting. The history and development of maritime commerce has been integral to the history of the Inlet probably since prehistoric times when the Inlet was a meeting and trading place for Native Americans (Gunther, Masten). Since Olympia was one of the earliest American settlements on the Sound commerce with distant San Francisco and Victoria started almost immediately. The designation of Olympia as the first U.S. Custom House on the Puget Sound sealed its importance and was a likely factor in its designation as the territorial capital. As the territorial and state capital, its location on early passenger and mail routes was important. The steamboat traffic at Old Port and Percival Landing thrived. With the development of resource processing both east and west of the Inlet commercial shipping of goods commenced. The dredge and fill of the Port area and its subsequent formation has for the past 70 years and continues to shape and influence the character of Budd Inlet as a commercial shipping port.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 5

---

### IV. Registration Requirements

#### 1. PHYSICAL

Eligible properties are sited adjacent to or on Port of Olympia property or early wharf/pier development such as at Percival Landing, Old Port or the Cannery Ranch. Because of the changing nature of technology and use of these properties, the original wharves/piers have disappeared and have been replaced or have only pilings left to signify their original sites. Their primary significance will be in their associative importance since they possess little integrity except in their setting, feeling and association of waterfront orientation. The Port Building possess good integrity. These sites/structures must be at least 50 years old office. Extant sites and properties may only be eligible for the local register.

#### 2. ASSOCIATIVE

These properties are associated with the history of maritime commerce on Budd Inlet from earliest period of Euroamerican settlement. They are associated with the many periods of maritime commerce on Budd Inlet including its time as a Customs Port of Entry, passenger and mail steamboat destination, as well as a twentieth century shipping point for processed and raw natural resources. They should have documented significance when evaluated in the context of the shipping/wharfing history adjacent to Budd Inlet and be associated with the themes expressed in the Maritime Related Cultural Resources of Budd Inlet prehistory to 1943 thematic statement.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 6

---

I. Name of Property Type Maritime Commerce Property/Site

Subtype: Manufacturing

### II. Description

Eligible properties are associated with the development of manufacturing or processing of goods or resources shipped on Budd Inlet. They are adjacent to Budd Inlet in the city of Olympia with convenient access to the Port of Olympia. These include fruit canning, lumber processing, shell fish processing and metal fabrication. The fruit canning and shell fish processing structures are large concrete, nondescript buildings with barrel vault rooflines. Originally they had few window openings to accommodate large scale processing. Both extant properties, the Olympia Oyster House (Olympia Oyster Company) and Yard Birds (Olympia Canning Company) have been significantly altered with window and door openings to accommodate other uses as their resource processing was moved elsewhere in the case of oysters or was discontinued in the case of the Canning Company.

The Olympia Veneer Company Warehouse #1 is the lone extant remnant of the active wood processing industry which operated on the Port Fill from the early 1920's until the 1960's. These processing plants were typically large one to two story wooden buildings with many windows and loading docks with large interior spaces to accommodate sawing and finishing machinery. The Washington Veneer is nearly unchanged on the exterior from its original appearance but is in poor condition. Newer wood processing plants are still operating on West Bay Drive. Reliable Steel Fabricators also operates in that area in a partially new facility.

### III. Significance

These properties are significant under criterion A as they illustrate the history of the manufacture of goods as part of the commerce of Budd Inlet and development of Olympia as a resource processing site. Because travel by water was more convenient than overland travel on South Puget Sound, resource processing was centered at Olympia and at the Port of Olympia after its creation in 1922. Here the main resources of the area--lumber and shellfish--were processed for shipment. The Olympia Canning Company took advantage of the proximity to the Port and shipped most of its fruit overseas for a period of time. These properties illustrate this important period of the history of development and utilization of Budd Inlet as a resource processing site.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 7

---

### IV. Registration Requirements

#### 1. PHYSICAL

Eligible properties are sited adjacent to Budd Inlet with water shipment access. Because of the decline of resources process and the diversion to shipment of raw logs and the development of the waterfront for retail activities, these properties have poor integrity. The extant metal fabricating plant has maintained its original appearance but is adjacent to newer structures. These sites/structures are at least 50 years old. They are representative of now defunct industries and so rely on their associative qualities to establish their historic significance.

Probably no extant property meets the National Register integrity requirements and properties may only be eligible for the local register.

#### 2. ASSOCIATIVE

Eligible properties associated with the manufacturing/resource processing history of Budd Inlet such as fruit processing, lumber processing, and shellfish processing which flourished from the early part of the 20th century until the 1960's when environmental, transportation and economic changes transformed these economies and major processing plants moved away from the Inlet. They should have documented significance when evaluated in the context of the manufacturing history adjacent to Budd Inlet and be associated with the themes expressed in the Maritime Related Cultural Resources of Budd Inlet thematic statement.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 8

---

I. Name of Property Type Maritime Commerce/Transportation

II. Description

Eligible properties/vessels are associated with maritime transportation on Budd Inlet. These structures/properties will be related to facilitating transportation on or over Budd Inlet. They include the 4th Street Bridge which is the successor to a line of many bridges designed to connect the main peninsula of the City of Olympia with the east and west sides of the Inlet. Percival Landing is now a city boardwalk at the site of the main passenger wharf of the city. Remnants of other wharves are both east and west of the Inlet. The Dofflemyer Point Lighthouse at the east entrance to the Inlet is the only lighthouse south of the Narrows on Puget Sound and dates from the late 19th century. Two historic ships moored in the Inlet are included. The Sand Man which is a lone representative of the small craft which plied the Inlet through the early 20th century is of significance as is the M.V. Lotus a National Register craft which is now moored in Olympia.

III. Significance

These properties/vessels are significant under criterion A because they illustrate the development of transportation on or over Budd Inlet in the history of the development of area. Since Olympia was one of the earliest American settlements on the Sound commerce with distant San Francisco and Victoria started almost immediately. The designation of Olympia as the first U.S. Custom House on the Puget Sound sealed its importance and was a likely factor in its designation as the territorial capital. As the territorial and state capital, its location on early passenger and mail routes was important. The steamboat traffic at Old Port, Percival Landing and adjacent wharves thrived. Because of the geography of the southern part of the Inlet, bridges and causeways to the east and west sides from the Olympia peninsula were built starting in the 1850's to facilitate horsedrawn traffic to these areas. The present concrete bridge to west Olympia is the successor to that effort. Another part of the geography of the Inlet dictated an early navigational aid at Dofflemyer Point, originally a lantern attached to a pole which was rebuilt as a Coast Guard Major Aid to Navigation in 1934. The Sand Man is an important remnant of the thriving small boat heritage of the bay. The M.V. Lotus is related to the bay because of its owner, Maurice McMicken who was originally from Olympia and the ship has been moored in Budd Inlet for the past 15 years.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 9

---

### IV. Registration Requirements

#### 1. PHYSICAL

Eligible properties are sited/moored adjacent to or over Budd Inlet. The wharves are either remnants of earlier structures such as the Reserve Fleet Dock or Old Port Dock or rebuilt as in the case of Percival Landing. They do not have good integrity and their significance will rely on their associative value with the theme. Other associated properties such as the lighthouse, bridge and vessels should have substantial integrity of design, workmanship, including original materials, and express the setting, feeling and association of waterfront orientation. However they may have been altered to include technological improvements as in the case of the lighthouse. This category involves a variety of property types and so physical requirements will vary according to the resource. These sites/structures/vessels must be least 50 years old.

#### 2. ASSOCIATIVE

These properties associated with the transportation history of Budd Inlet by facilitating traffic on or over the bay such as historic bridges or wharves or as in the case of the Reserve Fleet marker, commemorate an important transportation period in the bay. They should have documented significance when evaluated in the context of the transportation history adjacent to Budd Inlet and be associated with the themes expressed in the Maritime Related Cultural Resources of Budd Inlet prehistory to 1943 thematic statement.

United States Department of the Interior  
National Park Service**National Register of Historic Places  
Continuation Sheet**Section number   F   Page  10 

---

I. Name of Property Type Waterfront Residential Architecture/Permanent Residence

## II. Description

Eligible significant residences are built adjacent to Budd Inlet. The houses are most often built on large lots on low bank sites with direct or view access to the water. They are located both east and west of Budd Inlet most notably along East Bay Drive and Butler Cove. They are substantial homes, most often of wood construction which display a wide range of styles of the late 19th to mid 20th century. They often have enclosed porches or verandas on the waterside which also usually has a large number of windows to enjoy the water view and a relatively plain roadside facade. Some have a park like setting which obscures them from overland roads. A number of them were designed by prominent Olympia architect Joseph Wohleb and other recognized architects of the period. Notable exceptions are Olympia's only ornamental concrete block home, the Meyer House and a French Eclectic brick home, the Lucas House. Another outstanding example is the Nash House on Cooper Point, one of famed Northwest architect Paul Thiry's most important works. Most of the houses were built as overland access to the waterfront improved and waterfront living became more prestigious while some on the west side were built by mill owners to oversee their businesses. These were sited on larger subsistence type lots with room for animals, gardens and fruit tress which is not typical of the early 20th century houses which are most often in platted developments.

## III. Significance

These properties are significant under criterion A because they reflect community and residential development history adjacent to Budd Inlet. These houses are also significant under criterion C because they are architecturally significant. They reflect the architect's response to the challenge of waterfront design for important clients. These waterfront homes are the natural successors to the settlement houses identified earlier because they illustrate the continued attraction of waterfront living, but not for practical but aesthetic reasons. Some also illustrate the development of communities such as Butler Cove or the Cannery Ranch at Gull Harbor.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 11

---

### IV. Registration Requirements

#### 1. PHYSICAL

Eligible properties are sited adjacent to or over Budd Inlet and are oriented toward the water. These properties most often are designed by Joseph Wohleb or other recognized architects and exhibit identifiable architectural styles of the late 19th and early 20th century. They are architecturally significant in illustrating the response of an architect to waterfront residential design. These properties have substantial integrity of design, workmanship, and express the setting, feeling and association of waterfront orientation. This includes original cladding, windows and porches. They are structures which are at least 50 years old.

#### 2. ASSOCIATIVE

Eligible properties may be associated with the development of communities, businesses or residential enclaves adjacent to Budd Inlet. They should be significant in the architectural history of the county. They should have documented significance when evaluated in the context of the architectural history of property adjacent to Budd Inlet and be associated with the themes expressed in the Maritime Related Cultural Resources of Budd Inlet prehistory to 1943 thematic statement.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number F Page 12I. Name of Property Type Waterfront Residential Architecture/Summer Residence

## II. Description

These waterfront residences were built to adjacent to Budd Inlet usually on the beach for access to shellfish harvesting, swimming, boating and other recreational pursuits. They display a wide range of vernacular styles of the early-mid 20th century. They typically do not offer a wide range of amenities and are informal in nature. Most are only visible from the water. They reflect the seasonal nature of recreational activities in the early part of the century as well as the reliance on native foodstuffs. They are sited and built for summer weather and recreation to be closed up for the winter. They are most often built on low bank sites with direct or view access to the water. They were built of logs or cedar and were of no recognizable style. They are located both east and west of Budd Inlet most notably north of Gull Harbor. Many of these have been renovated for year-round housing or have been razed for permanent residences on valuable waterfront property. The Dewhurst Beach cabin is an example of this now rare property which is built on pilings to accommodate tidal fluctuations. The cabin has shingle cladding and boarded over windows for winter protection. It has electricity but no plumbing.

## III. Significance

These properties are significant under criterion A because they illustrate recreational activities adjacent to Puget Sound when the northern shores of Budd Inlet were more remote from Olympia and offered a "back to nature" lifestyle. They are a distinctive type of residence which reflects the history of the Inlet when transportation was by water and these cabins even had grocery supplies delivered by boat. These summer residences also show the lifestyles of the earlier part of the 20th century when families moved to the beachfront for the summer. They are an increasingly rare type of structure with many of them being razed for permanent residences.

## IV. Registration Requirements

## 1. PHYSICAL

These cabins are sited adjacent to or over Budd Inlet and are oriented toward the water. Although they simple architecturally, eligible properties have substantial integrity of design, workmanship, and express the setting, feeling and association of waterfront orientation. This includes original cladding, roof shape, porches, as well as windows and window coverings. They are at least 50 years old. They should reflect their vernacular antecedents.

## 2. ASSOCIATIVE

Properties associated with the seasonal and recreational living adjacent to Budd Inlet before 1943.

### G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

The Maritime Related Cultural Resources Along Budd Inlet, Thurston County, Washington Multiple Property Listing and Historic Context is based upon a comprehensive survey of the adjacent and upland area of Budd Inlet by Shanna Stevenson and Tom Costantini in 1985 and Shanna Stevenson in 1992 and archaeological survey work done by M. Leland Stilson in 1990. The property types referenced in this document were identified as a result of that work.

The historic context and property type statements were based on a review of survey data and relevant literature. The period of significance dates from prehistoric occupation to 1942 and the geographic limits are the areas adjacent to or immediately upland of Budd Inlet on Southern Puget Sound from Dofflemeyer Point on the east, south to Olympia north of Capitol Lake and west to Cooper Point.

The typology of significant property types has been based on functions and associations of activities along Budd Inlet. The various property types illustrate the interaction of man and natural features on the Inlet over long periods of time.

The standards of integrity for listing of representative properties were based on the National Register standards. Information from research literature and survey information was used to arrive at specific standards of integrity. National Register Bulletin 16B was consulted in the development of the document.

☐ See continuation sheet

### H. Major Bibliographical References

Blankenship, Mrs. George, comp. and ed., Early History of Thurston County Washington. Olympia: n.p., 1914.

Bowman, George, "Moonshining on Cooper Point", Manuscript, 1979.

Callahan, Edward, List of Officers of the Navy of the United States and of the Marine Corps From 1775-1900, New York, L.R. Hamersly Co., 1901.

Carpenter, Cecelia, Personal Correspondence and Information from Tahoma Research Service Files.

GLO Survey Records, Microfilm, Washington State Library, Washington Room.

Gunther, Erna and Haeberlin, Hermann and; The Indians of Puget Sound, University of Washington Press, Seattle, 1930.

☒ See continuation sheet

Primary location of additional documentation:

- ☒ State historic preservation office  
☐ Other State agency  
☐ Federal agency

- ☐ Local government  
☐ University  
☐ Other

Specify repository: \_\_\_\_\_

### I. Form Prepared By

name/title Shanna Stevenson, Associate Planner

organization Thurston Regional Planning Council

street & number 2404 B Heritage Court SW

city or town Olympia

date August, 1992

telephone 786-5480

state WA

zip code 98502



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number   H   Page   2  

---

Hillsboro Argus, 1906.

"How the West Was Once," By Larry Smith's Eighth Grade English Classes at Jefferson Junior High, n.p., Olympia, 1974.

Maddox, Dawn, "Joseph Wohleb: Resident Architect of the State's Capitol," Landmarks, Vol. IV, No.4.

Masten, Ruth, ed., Investigations in the Tumwater Historic District: Archaeological Excavation of the Tumwater Site, (45TN119), Thurston County, WA, Eastern Washington University Reports in Archaeology and History 100-59, Archaeological and Historical Services, 1987.

McCaughan, Dan, "Partial History and Information of Olympia Country and Golf Club," Manuscript, 1982.

McDonald, Lucille, Washington's Yesterdays, Binsford and Mort, 1953.

Meany, Edmond S., "Diary of Wilkes in the Northwest", Pacific Northwest Quarterly, Vol.16, pp 129-144.

Meany, Edmond S., "Notes and Documents", Pacific Northwest Quarterly, Vol.30, pp 177-217.

Newell, Gordon, So Fair a Dwelling Place: A History of Olympia and Thurston County, WA, Warren's Printing and Graphic Arts Co., 1985.

Newell, Gordon, Rogues, Buffoons and Statesmen, Seattle: Superior Publishing Co., 1975.

Nicandri, David, Olympia's Forgotten Pioneers, State Capital Historical Association, 1976.

Rathbun, John C. History of Thurston County, Olympia: n.p., 1895.

Shincke, Ed, Personal Correspondence about the Cannery Ranch.

Smith, Marian, The Puyallup-Nisqually, Columbia University Press, N.Y., 1941.

Steele, E. N., The Rise and Decline of the Olympia Oyster, Elma, Washington: Fulco Publications, 1957.

Steele, Harvey, "Remembering a Colorful History on Puget Sound," Daily Shipping News, January 11, 1991.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number   H   Page   3  

---

Stevenson, Shanna, Lacey, Olympia and Tumwater: A Pictorial History, Donning, 1985.

Stevenson, Shanna, Olympiana, State Capital Museum, 1982.

Stevenson, Shanna, Port of Olympia -- Superior Shipping Service, Port of Olympia, 1983.

Stilson, M. Leland, "An Archaeological Assessment of the City of Olympia, Priest Point Park Trail Maintenance: Ellis Cove Trail Phase II, City of Olympia, Thurston County, Washington, Department of Parks and Recreation, March 5, 1990.

The Coast, March 1909, reprinted March 1976, by Warren's Printing, Olympia.

Told by the Pioneers, Vol. I, II, III, Washington Pioneer Project 1936-1938.

U.S. Coast Guard Records, 13th District.

Waterman, T. T., "Geographic Names on Puget Sound: a portion of manuscript #1864," Smithsonian Institution, ca. 1920.