An Archaeological Survey of Port of Walla Walla, Attalia Property, Walla Walla County, Washington

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Executive Summary

The Port of Walla Walla is currently negotiating to purchase a 1,719 acre parcel of property known as the "Attalia Property" from Boise Cascade Corporation Wallula Paper Mill. Currently the local land is used to grow cottonwood trees for feed stock for the Paper Mill. Sale of this property requires compliance with the State Environmental Policy Act (SEPA). The state policy that requires state and local agencies to consider the likely environmental consequences of a proposal before approving or denying the proposal. SEPA review involves a determination whether the proposed activity will adversely affect any cultural resources through compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The Attalia Property includes all of Sections 2 and 11, E½ of Section 14 in Township 7 North, and portions of the SE of Section 35, Township 18 North, all in Range 31 East, Walla Walla County.

Lithic Analysts was contacted to conduct a cultural resource assessment of the land included in the potential sale. This investigation included archival research and a pedestrian survey which was conducted in May and June 2007. One previously recorded prehistoric archaeological site was identified in Section 14 during the archival research. This site was recorded in 2001. The site was verified during the current survey and the boundary was increased slightly as a result. Although the site does not meet criteria for eligibility on the National Register of Historic Places (NRHP), the new boundary has been updated. Other archaeological or historical sites were not identified during this cultural resources assessment.

Notes and photographs of this cultural resources assessment will be kept on file at Lithic Analysts, Royal, Arkansas.

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Acronyms

APE – Area of Potential Effect
BNRR – Burlington Northern Railroad
CTUIR – Confederated Tribes of the Umatilla Reservation
NHPA – National Historic Preservation Act
NRHP – National Register of Historic Places
SEPA – State Environmental Policy Act

Project Description

The Port of Walla Walla proposes to purchase 1,719 acres of land near Wallula, in Walla Walla County, from the Boise Cascade Corporation Wallula Paper Mill. The objective of this inventory is to assist the Port of Walla Walla in compliance with SEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The inventory seeks to identify archaeological and historic resources within the project area of potential effect (APE) and assess any identified resources for eligibility to the National Register of Historic Places (NRHP).

Area of Potential Effect (APE)

The Area of Potential Effect (APE) is described by the Port of Walla Walla as the "Attalia Property" (Figure 1) provided to Lithic Analysts by Jim Kuntz, Executive Director of the Port of Walla Walla. The Port of Walla Walla is currently negotiating to purchase this land from Boise Cascade Corporation Wallula Paper Mill. The APE includes all of Sections 2 and 11, the E½ of Section 14 in Township 7 North, and portions of the SE of Section 35, Township 18 North, all in Range 31 East. The total acreage is 1,719.

Tribal Consultation

Responsibility for formal consultation with appropriate Native American Tribes in matters of the Section 106 and/or SEPA review process is a government-to-government function that will be conducted by the Port of Walla Walla. The Attalia Property is situated within the ceded territory of the Confederated Tribes of the Umatilla Reservation (CTUIR). After communications between Lithic Analysts and the CTUIR, the CTUIR provided one tribal member to accompany Lithic Analysts for portions of the pedestrian survey in June.

National Historic Preservation Act (NRHP)

Revised Code of Washington (RCW) 27.53.060 provides protection of cultural resources on private and public lands in the State of Washington. In addition, 36 CFR Part 800 of the National Historic Preservation Act (NHPA) requires that any Federal agency having direct or indirect jurisdiction over a proposed Federal or Federally assisted undertaking, or issuing licenses or permits, must consider the effect of the proposed undertaking on historic properties. Section 106 of 36 CFR 800 provides the process by which this must be accomplished. A historic site or property may include a prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the U.S. Secretary of the Interior.

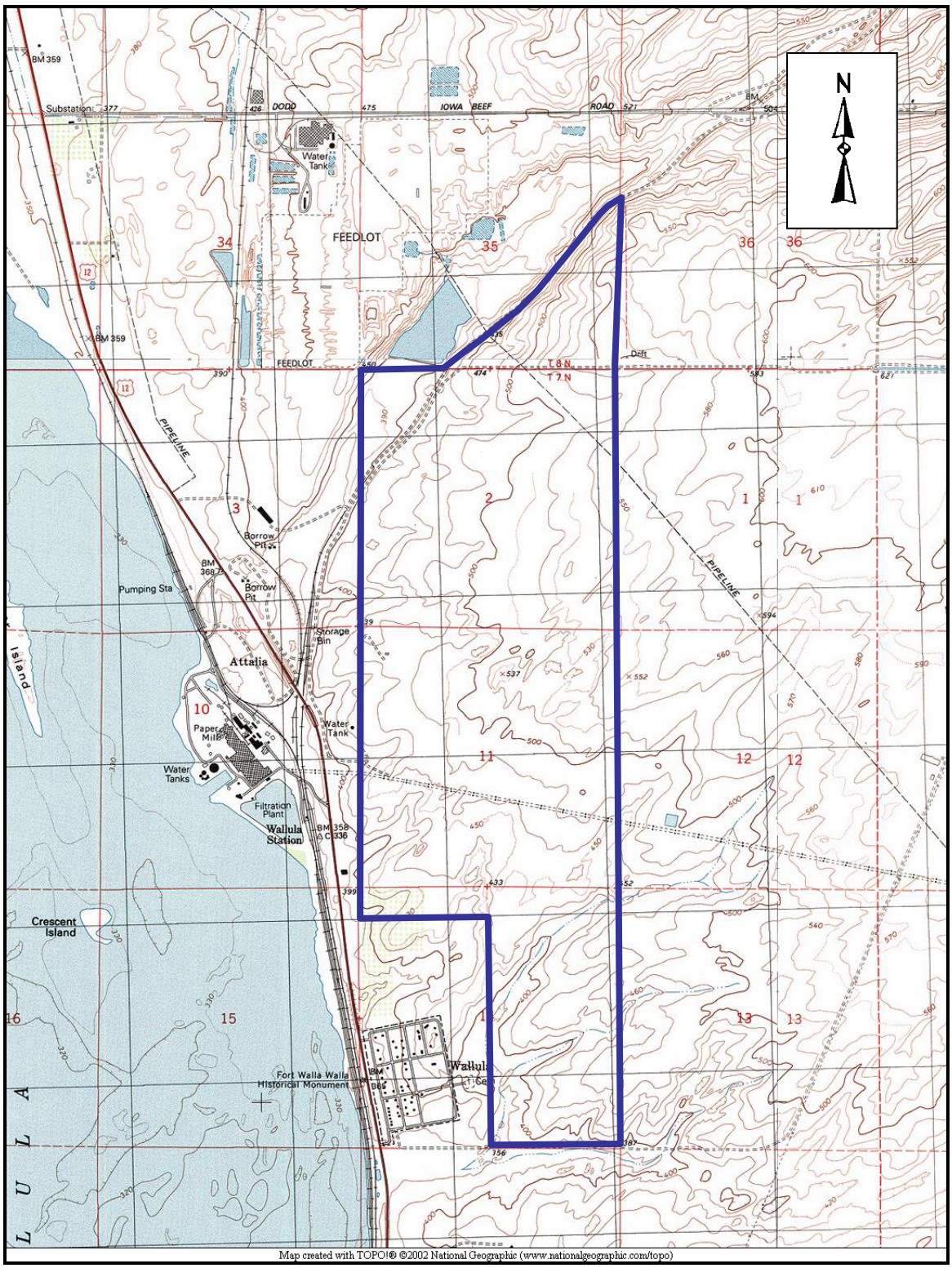

Figure 1. Area of Potential Effect for Port of Walla Walla Attalia Property enclosed in blue.

The NRHP requires federal agencies to identify and consider the effects of federally assisted projects on historic properties. Section 106 of the NHPA defines historic properties as:

> ...any prehistoric or historic district, site, building, structure, or object included in, or eligible for the inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria. The term eligible for inclusion in the National Register includes properties formally determined as such in accordance with regulations of the Secretary of the Interior and all other properties that meet the National Register criteria (36 CFR 800.16)

Historic properties generally must be at least 50 years old and meet at least one of four criteria of significance. According to the National Register Criteria for Evaluation (NPS 2002):

> "The quality of significance in American history, architecture, archeology, engineering and culture is present in districts, sites, buildings structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A) That are associated with events that have made a significant contribution to the broad patterns of our history; or
> B) That are associated with the lives of significant persons in our past; or
> C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
> D) That have yielded, or may be likely to yield, information important in history or prehistory" (NPS 2002).

Traditional Cultural Properties (TCPs) are a historic property type recognized under the National Historic Preservation Act (NPS 1996). TCPs may include:

- a location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world; or,

- a location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice (NPS Bulletin 38).

TCPs are recognized as eligible for inclusion in the NRHP because of "association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (NPS Bulletin 38).

To determine if the project area contains any significant cultural deposits or TCPs eligible for the NRHP, an extensive investigation was conducted for the project area. This investigation included archival research and a systematic on-ground cultural resource survey of the proposed Attalia Property location. The pedestrian survey was conducted in May and June of 2007.

Inventory Background

Environmental Setting

The project area is located just east of and above the Columbia River between the confluences of the Snake and Walla Walla Rivers. It is east of Highway 12 and overlooks Wallula Gap to the southwest and Horse Heaven Hills directly across the river to the west. Wallula Gap, which dominates the area, backed up the floodwaters of glacial Lake Missoula approximately 15,000 years ago to form the temporary and intermittent Lake Lewis. The rate of flow of early floods through Wallula Gap have been calculated at nearly 40 cubic miles of water per day for at least ten days each (Weis and Newman in Allen and Burns 1986). Prior to draining through Wallula Gap, the lake deposited layers of silt and gravel onto the Pasco Basin. Lake Lewis and other lakes formed in the same manner along the Columbia were flooded and drained approximately every 30 to 60 years until the floods ceased altogether. Immediately south of Wallula Gap are two prominent stone pillars, called the Twin Sisters that were formed by the floods. These pillars have cultural significance to the local tribes, and many stories contain references to them. However, they are not visible from the project area.

The project area receives an annual effective precipitation rate of approximately seven inches. The area is a dry and sandy Shrub-Steppe zone, lying within Columbia Plateau Physiographic Province. It is referred to as the Columbia Plateau, the area of which encompasses about 63,000 square miles of the Columbia River drainage basin. Currently the local land is used to grow cottonwood trees for feed stock for the Boise Cascade Corporation Wallula Paper Mill. Adjacent land includes agricultural crop circles irrigated by water from the Burbank Irrigation District, which began in the 1950s.

The Soil Survey of Walla Walla County (Harrison, et al., 1964) states that "nearly all of Walla Walla County was once a waving sea of bluebunch wheatgrass." The project area is dominated by soils classified as active sand dunes in association with Quincy loam fine sand. One of the ridges of sand dunes noted in the survey is located on the north edge of Wallula. Excessively drained Quincy soils are found on the "broad, gently sloping terraces and river bars along the Snake and Columbia Rivers." Plants found in native

Quincy loam soils included bunchgrasses. Other perennial grasses grew in the unstable sand dunes (Harrison, et al, 1964).

Today, most of the project area has been impacted and disturbed by various agricultural endeavors that have occurred since the 1970s and 1980s. Today, much of the project area is planted in hybrid cottonwood trees (*Populus* sp.) farmed by Boise Cascade. Portions of the northern end of the project area were once cultivated in potatoes, but now contain heavy grass with lots of cheat grass and other introduced species and weeds, including thistle, Russian thistle and nettles. The SW½ Section 11 remains in native vegetation, but the area is disturbed by vehicular use. Some of the vegetation observed during the pedestrian survey in the upper end of the project area, includes phlox (Phlox sp.), Indian rice grass (*Oryzopsis hymenoides*), big sage brush (*Aertemesia tridentata*), rabbit brush (*Chrysothamnus nauseosus*), bitterbrush (*Purshia tridentata*), prickly pear cactus (*Opuntia polycantha*) and bunchgrasses.

Cultural Setting

Culturally, the area is referred to as the Southern Plateau, which stretches from the Okanogan Highlands in the north to the Bitterroot Mountains in the east, the southern edges of the Deschutes and John Day Rivers in the south, and the crest of the Cascade Mountains in the west (Ames et al. 1998). During ethnographic times, the predominant language of the Southern Plateau Culture Area was Sahaptin which is the language family spoken by members of the Kittitas, Yakama, Palus, Walla Walla, Nez Perce, Umatilla, Wayam, and Klickitat people (Ray 1939; Anastasio 1975; Kincade et al. 1998).

Precontact Period and Ethnohistory

The Walla Walla, Umatilla and Cayuse are part of the Plateau Cultural group and today comprise the Confederated Tribes of the Umatilla Reservation (CTUIR). Walker (1998) states that there are eight distinguishing features of Plateau culture. They are:

1. Riverine (linear) settlement patterns;
2. Reliance on a diverse subsistence base of anadromous fish and extensive game and root resources;
3. A complex fishing technology similar to that seen on the NW coast;
4. Mutual cross-utilization of subsistence resources among the various groups comprising the populations of the area;
5. Extension of kinship ties through extensive intermarriage throughout the area;
6. Extension of trade links throughout the area through institutionalized trading partnerships and regional trade fairs;
7. Limited political integration, primarily at the village and band levels, until adoption of the horse; and,

8. Relatively uniform mythology, art styles, and religious beliefs and practices focused on the vision quest, shamanism, life-cycle observances, and seasonal celebrations of the annual subsistence cycle.

The proposed project area is situated in the portion of the Southern Plateau culture area (Anastasio 1975) that is within the ceded territory of the CTUIR. More specifically, the project area lies within the area generally occupied by the Sahaptin-speaking Walla Walla Tribe, who at one time had a settlement at the mouth of the Walla Walla River, just south of the project area. Exact territorial boundaries are difficult to determine since the Cayuse and Umatilla and others cooperatively lived and hunted, at times simultaneously, with the Walla Walla in the vicinity of the project area. Each group was autonomous and somewhat fluid. All utilized a riverine settlement pattern, based upon sharing of resources among bands of related and extended family groups.

The Palouse, Walla Walla and Cayuse shared gathering surpluses with the Nez Perce (Anastasio 1975). Palouse territory extends to the confluence of the Snake and Columbia Rivers, where a village was located near Ainsworth. The Wanapum were nearby at Pasco. The Nez Perce, Wanapum, Palouse and Yakama also utilized resource procurement localities near the project area (Sprague 1998; Walker 1998). There was once a fishing site near the present-day Boise Cascade Paper Mill (Farrow 2001).

Beginning in April with root gathering, they followed a subsistence cycle referred to as the seasonal migrational round, travelling to and from resource procurement grounds. They gathered and processed various foods contained within the surrounding areas, including camas and other roots, berries, fish, deer, elk and medicinal herbs and other plants and animals (Stern 1998), returning to the river during the salmon runs. In late fall, they returned to the winter village, one of which was the Walla Walla settlement at the mouth of the Walla Walla River. This village also extended along both banks of the Columbia (now partially inundated by the McNary Dam). Celilo Falls and The Dalles, great fishing and trading centers, were located down river on the Columbia. Trading at The Dalles attracted people from as far away as the Plains and the Northwest Coast.

People traveling to these areas from the east would have passed through the Wallula Gap area, known as *Walu'ula* or 'streams, little rivers', because it was a noted travel corridor and trading location occupied year-round (Farrow 2001).

The Cayuse, first and then the Walla Walla and Umatilla, acquired the horse in the early 1700's (Stern 1998). The Walla Walla used the Wallula Gap area on both sides of the Columbia River for the grazing of large herds of horses. Horses were considered "prized possession and were often times traded for special supplies" (Farrow 2001). Indeed, the west side of the Columbia above Wallula Gap is known as "Horse Heaven Hills."

History

Actual European-American contact began with the Lewis and Clark Expedition in fall 1805 (Stern 1998). Lewis and Clark noted 34 native villages as they traveled from the

Snake River to the Long Narrows on the Columbia. At that time, the area was busy with the procurement of the fall salmon run.

When they returned in the following spring, Lewis and Clark traveled the north side of the Columbia on horseback from The Dalles and then traveled overland via Horse Heaven Hills, coming back to the river just above Wallula Gap. They camped near there for two nights then camped on the north side of the Walla Walla about a mile from the Columbia before heading southward and up the Nez Perce Trail. They observed an Indian fishing weir on the Walla Walla River (Thwaites 1959).

Fur traders soon followed Lewis and Clark, and in 1811 David Thompson placed a marker for the North West Company of Canada at the mouth of the Snake River, claiming the territory for Great Britain. By 1818, the North West Company (later merged with Hudson's Bay Company in 1821) had erected Fort Nez Perce (later called Fort Walla Walla) about a half mile north of the mouth of the Walla Walla River. It was there that many important trails from the interior converged (Stratton and Lindeman 1976) including the Nez Perce Trail and later, a branch of the Oregon Trail. Fort Walla Walla burned in 1841 and was rebuilt with adobe. The location is now inundated by the McNary Dam, and is probably about one mile west of the current shore. Evidence of the site does not remain today.

This fort was the major supply point for the Snake River Expeditions pioneered by the Nor'westers and continued by the Hudson's Bay Company after the merger. The expeditions from this post not only gathered in large amounts of furs, but explored and mapped great sections of the interior west in Oregon, Idaho, Wyoming, Nevada, and California. It became an important stopping place for missionaries and immigrants who followed later. By the 1840s, missionaries were establishing themselves in the northwest, with a Catholic mission near Pendleton and the Presbyterian mission of Marcus and Narcissa Whitman at Waiilatpu near the present city of Walla Walla.

The flow of immigrants and their numbers increased with each passing year, increasing pressure to appropriate native land for farming. Washington Territorial Governor Isaac Stevens signed the treaty creating the CTUIR on June 9, 1855 at the Walla Walla Council. All rights, title and claim to their aboriginal territory (6.4 million acres), except the reservation, were ceded. The treaty recognized and expressly reserved for the tribes that the exclusive right of taking fish in the streams running through and bordering the reservation and at all other usual and accustomed fishing stations in common with citizens of the United States. They were also guaranteed the right to erect suitable buildings for curing fish and to hunt, gather roots and berries and pasture their stock on unclaimed lands in common with other United States citizens. A mere twelve days after the Walla Walla Council met, Stevens violated the terms of the treaties by opening ceded lands to immediate non-Indian settlement (Zucker, et al. 1983). Not all tribal members agreed with the terms of the treaty and war soon broke out. Some Cayuse joined up with the Yakima and participated in the Yakima War of 1855-56. However, warring tribes were defeated by 1856. Congress ratified the treaty on March 8, 1859.

Increased immigrant population necessitated the need for better transportation, including railroads and river transportation (Lavender 1958). The site was used as an army supply depot from 1857 to 1860. The town of Wallula later replaced the old fort and some citizens appropriated portions of the old fort for themselves. What remained after that was swept away by floodwaters in 1894 (Cummings 1988, Stratton and Lindeman 1976). By 1860, the occupation date of the Umatilla reservation, overland routes were connected to the Columbia River by steamboat traffic at Wallula. The original town was platted and incorporated in 1862, by J.M. Vansycle, a local ferry operator, and S.W. Tatem. Wallula moved to its present location when the McNary Dam was constructed in the 1950s (Cummings 1988).

Many historic roads and trails used Wallula as a trailhead (e.g. Colville Road, Mullan Road, and the Cariboo Trail). Many ferry crossings were located on the Columbia, one of which was called a horse-tread ferry out of Wallula. It worked by moving a horse along a treadmill, aided by a long sweep oar (Stratton and Lindeman 1976).

By the 1860s, steamboats were taking passengers to Wallula on their way to mining fields where they transferred to overland routes. A narrow-gauge railroad was completed from the Columbia at Wallula to Touchet in 1874 and finally to Walla Walla in 1875. By 1881 when the Oregon Railroad and Navigation Company purchased the line from its original builder, Dr. Dorsey S. Baker, Wallula was a vital link to the wheat export route—transporting wheat from the wheat belt (stretching from Pendleton northeast beyond Pomeroy) and down the Columbia to be shipped out of Portland via ocean-going vessels (Meinig 1968).

The first transcontinental railroad, completed in 1883, traveled through Wallula by a short spur and proceeded on to Portland. Eventually the Northern Pacific from the west met the Oregon Railway and Navigation Company from the east at Wallula. To accommodate railroads, Wallula was moved one mile east of its original location in 1888 (Cummings 1988). Finally, by about 1908, rails had won the competition with steamboat transportation and would continue to control most river traffic until barge service was developed after construction of the dams on the Columbia. Railroads brought increased population. The region received three times as many new settlers in the 1880s as in the 1870s (Johansen and Gates 1967).

After the gold field ceased to produce, markets for cattle were established west of the Cascades and in Wyoming. The Mullan Road and the Oregon Trail became cattle trails. But by the 1890s, open-range cattle ranching was being replaced by farming and wheat was becoming the new gold, as agriculture gradually became the dominant focus in the area. The Horse Heaven Hills lived up to its name until the early 1900s when wheat farming pushed the sizeable horse herds out of the way. Orchard production was also on the increase, and attempts at irrigation were being fostered in the early 1900s, mostly around Yakima, but also along the Walla Walla and Snake Rivers. Most attempts failed economically, or faltered at best, as they did around Attalia, Two Rivers and Burbank, taking the communities with them (Stratton and Lindeman 1976).

The Sunnyside Canal was constructed in 1892 bringing water from Yakima to Prosser. The depression of the late 1890s slowed down progress, but the economy eventually recovered. Other canals were completed, but not all were successful, as developers focused on land along the mouth of the Walla Walla and other rivers. The Sunnyside Canal was purchased by the federal government in 1906, marking the first assumption of federal control of irrigation. The Reclamation Act of 1902 marked the beginning of "planned, coordinated survey and development of the irrigation potentialities of the region" and larger irrigation districts were forming. Even though these projects affected only a small proportion of the total farmed acres in the area, their impact could be felt in part because they complimented rather than competed against dry-land wheat farming. Transportation, especially railroads, became increasingly important (Meinig 1968).

The present-day U.S. 12 was originally designated as part of the Inland Empire High by the Washington State Highway Department (WSDOT 2004) around 1908, but not long after the Department was established in 1905. The Inland Empire Highway later became State Route No. 3 and was a dirt road until some time between 1926 and 1932.

The town of Attalia was platted in 1906 as a townsite and an irrigated area by V.K. Loose of Seattle, and named after a small village in Italy. Among the many local projects begun during that time was the Attalia Irrigation Company, construction between 1909 and 1913 (Columbia Canal Company 1909, Commercial Club 1909). This irrigation company was formed with a "sideline" business, the Attalia Land Company, which promoted commercial and residential development of the area. The irrigation company consisted of a concrete dam constructed at the location of the present day Nine Mile Bridge on the Walla Walla River. Water was diverted from there to Attalia via a 12-mile long gravity flow ditch with wooden flumes along the river, eventually turning north just below Wallula to end at Attalia.

The Attalia irrigation project lasted until 1925, succumbing to initial construction cost and expensive maintenance (Columbia Canal company 1909, Commercial Club 1909). One chronic problem of early irrigation projects is that the sandy Columbia Basin soils quickly absorbed any water leaking from unlined portions of the ditch.

Early settlers had high hopes for the town of Wallula, but it never quite lived up to their dreams. Even though Wallula was a good supply and transfer point, offering amenities to the weary traveler, the town of Walla Walla grew faster and to a larger size. Eventually, Wallula was moved for the last time, along with a pioneer cemetery, about two miles to its present location at the completion of the McNary (Cummings 1988, Stratton and Lindeman 1976). President Eisenhower dedicated the dam on September 23, 1954. It was the creation of Lake Wallula behind McNary Dam that necessitated the final move for the town, along with the railroad tracks on both sides of the Columbia. In this new era, where portions of the once great and flowing rivers are now referred to as management units, McNary along with four other dams between Wallula and Lewiston were designed to "bring slackwater navigation to Lewiston, produce hydroelectric power, provide irrigation potential, and be equipped with fish ladders" (Stratton and Lindeman 1976).

U.S. Highway 410 (now U.S 12) was also moved at the construction of McNary Dam. Transportation was becoming less dependent on railroads as highways and motorized vehicles both improved. The ensuing years saw a gradual improvement and expansion of the highway system around the state and in the project area as well. Irrigation brought increased energy and agricultural potential to the area.

Records and Literature Search

To determine if the project area contains any significant cultural deposits eligible for the NRHP, an extensive investigation was conducted for the project area. This investigation included archival research and a systematic on-ground cultural resource survey of the Port of Walla Walla Attalia Property. The pedestrian survey was conducted in May and June 2007.

Archival Research

An archival file and literature research was conducted of all documentation relevant to the project area. A search of archaeological records pertaining to the project area and housed at the Department of Archaeology and Historic Preservation (DAHP) in Olympia, Washington revealed that one archaeological site, a prehistoric lithic scatter, is recorded within the project area (Trautman 2001). This small lithic scatter is located on a hillside overlooking the Columbia River and U.S. Highway 12. Two other sites are located within one mile and to the south of the project area.

TCPs are recognized as eligible for inclusion in the National Register of Historic Places (NRHP) because of "association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (NPS Bulletin 38). To date, TCPs are not recorded or documented at DAHP within the project area or vicinity that have been evaluated for Bulletin 38 criteria.

However, the area was reviewed by the CTUIR Cultural Resources Protection Program (CRPP) in 2001 (Farrow) for the proposed Newport Northwest, LLC, Wallula Power Plant project which includes portions of the present study area (Flenniken and Trautman 2001, 2002). Many tribal elders were interviewed for the CTUIR study and CTUIR archival information was accessed (Farrow 2001). In addition, two project tours were conducted to the proposed Newport project with elders, CRPP staff and Newport Northwest, LLC, staff.

The *Walu'ula* area was an extensive travel and trading corridor with abundant resources available, including animals, fish and plants. The CTUIR considers the project area to be a TCP within a geographically much larger, approximately 10-square mile, area "because of its uses as burial areas, religious ceremonies, legendary areas, village and camp habitation areas, traditional fishing areas, traditional food gathering areas, medicinal use areas, horse grazing areas, a travel corridor, a trade area, and social event areas in

prehistoric and historic times." However, due to the "sensitive issue of publicizing culturally sacred areas" the CTUIR has elected not to nominate this TCP for the NRHP (Farrow 2001).

Previous Cultural Resource Surveys

Archaeological literature associated with projects in the immediate vicinity of this study area includes several cultural resource survey reports concerning various stages of the Washington State Department of Transportation (WSDOT) U.S. Highway 12 Expansion Project (Keith 2000; Croghan 1999; Sharley 2001a, 2001b, 2004), directly west of the proposed Port of Walla Walla Attalia property. Archaeological sites found during the above projects included two historic periods sites located beside U.S. Highway 12 considerably north of this study area (Keith 2000). Other cultural resource surveys (Tracy 1995; Bard and McClintock 2000; Dickson 2001, Willis 2001; 2004; Gaston 2002; Gill 2004; Weitzl 2005; Sappington 2006) conducted in the immediate vicinity did not identify cultural resources.

Reid (1997) conducted a cultural resource survey of the BTU Energy Gas Pipeline. This pipeline crosses the project area in Section 2 and 35 in a northwest – southeast direction and continues in a southeast direction to Section 18, T7N, R32E. Cultural resources were not identified in the project area or in the project vicinity as a result of this survey. Reid notes that the absence of sites in areas between the lower Snake and Walla Walla rivers may represent sampling and survey intensity rather than prehistoric or land use behavior. The report title erroneously places all sections surveyed within T32N. However, portions of this survey were actually conducted in T31N within the current project area.

Many additional surveys have been conducted over the years due to the construction of the McNary Dam in the 1950s. A full listing of these numerous surveys is not included herein. However, archeological sites were not recorded within a mile of the project area as a result of any of these surveys.

Flenniken and Trautman (2001, 2002) previously surveyed some portions of the current project area for the proposed Newport Northwest, LLC, Wallula Power Project. The areas surveyed included Sections 33 and 34, T8N, R31E; portions of Sections 2, 3, 11, 12 and 14, T7N, R31E; and portions of Sections 7, 17, and 18, T7N, R32E. One precontact archaeological site was recorded in Section 11 (Appendix A) as a result of that survey.

Table 1. Cultural Resource Survey Reports Near the Project Area.

Year	Author	Title
1995	Tracy	Cultural Resource Inventory Report, Wallula Junction Road Relocation, Walla Walla District, Corps of Engineers.
1997	Reid	Results of Phase I CRS of the BTU Energy Gas Pipeline Project in Sections 1, 2, 3, 7, 12, 18, and 19, T 7 N, R 32 E, Walla Walla County, Washington, Letter Report 97-1.
1999	Croghan	State Route 12 Expansion Project Cultural Resource Inventory Survey Report. Report Prepared for USACE, Walla Walla District by the CTUIR, Pendleton, OR.
2000	Bard & McClintock	Cultural Resources Assessment Stateline Wind Project, Umatilla County, Oregon, Walla Walla County, Washington, prepared for FPL Energy, Inc., and the BPA by CH2MHILL.
2000	Keith	Cultural Resource Inventory Report: US Highway 12 Improvements. Walla Walla District, Corps of Engineers. Walla Walla, Washington
2001a	Sharley	A CR Literature Review for WSDOT's US 12: SR 124 to Wallula Junction Two Rivers Road Exploratory Drilling Project and Casey Pond Recreational Developments, Walla Walla County, Washington. AHS Short Report DOT2001-21.
2001b	Sharley	A CRS of WSDOT Proposed US 12/SR124 to Wallula Junction Two Rivers Wetland Mitigation Site, Walla Walla County, Washington
2001	Dickson	Letter Report to John Leier regarding results of CRPP's testing of IBP, inc. Pasco proposed Ranney Well Improvments
2001	Flenniken & Trautman	Cultural Resource Survey of the Newport Northwest, LLC. Wallula Power Plant Project, Walla Walla County, Washington.
2001	Willis	Cultural Resources Technical Report for the Newport Northwest Transmission line Project, Wallula, Washington to McNary, Oregon. Entrix.
2004	Gill	Cultural Resources Monitoring Investigations for the On-going US 12 Improvement Project, Walla Walla County, Washington. WSHS, Inc., Technical Report 191.
2002	Dickson	A CR Inventory Survey of Proposed Improvements to Dodd Road, Walla Walla County, Washington by the CTUIR, Pendleton, OR.
2002	Gaston	Cultural Resource Report for the Wallula Wetland Restoration Project, McNary National Wildlife Refuge, Pasco, Washington.
2002	Flenniken & Trautman	Letter Report to Mr. Bob Divers, Newport Northwest, LLC, regarding Wallula Power Plant Project Additional Survey, Walla Walla County, Washington.
2004	Sharley	A CRS of WSDOT Proposed US 12/SR124 McNary Pool Project, Attalia Vicinity to Wallula Townsite, Phase 3. AHS Short Report DOT2004-15.
2005	Weitzl	Letter to Glenda Phillips Regarding Cultural Resources Monitoring at the Boise White Paper Landfill Site Near Attalia, Northwest Archaeological Associates.
2006	Sappington	Results of An Archaeological Reconnaissance for the Proposed Railex Project, Port of Walla Walla, Walla Walla County, Southeatern Washington.

General Land Office Maps and Land Use of Project Area

The first U. S. Department of Interior GLO (USSG 1884) survey which included areas within the current project area was conducted in 1861 and certified in 1884. The U.S. Government surveyed lands prior to and just after settlement occurred. The surveyor notes (USSG 1884) for Township 07 North, Range 31 East, revealed that in all areas throughout the current project area the land was described as rolling hills or land gently rolling with 2nd or 3rd rate sandy soil and covered with ample grass and sage. A road bearing northeast – southwest from Old Hudson's Bay Fort Walla Walla was recorded in the township that crossed the project area in sections 11 and 14 (Figure 2). Evidence of this road no longer remains visible.

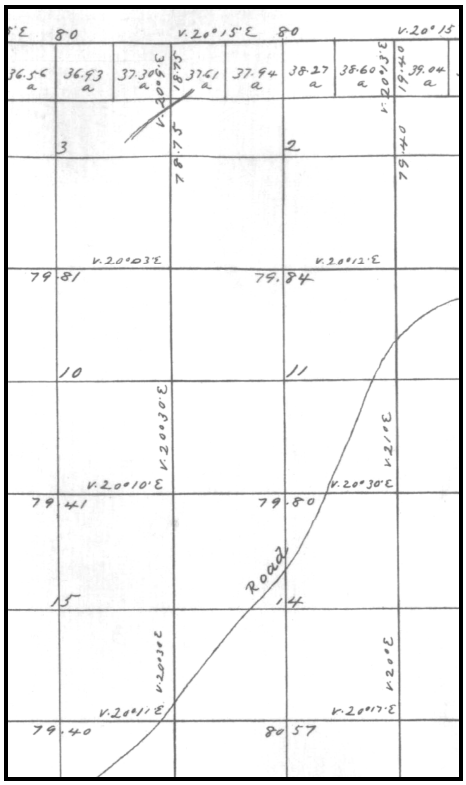

Figure 2. 1861 GLO plat map (USSG 1884).

A resurvey and subdivision of Section 14 (USSG 1958) was conducted for Section 14, for the new Wallula town site and cemetery in 1952 and 1958. General observations in the notes in 1958 (USSG 1958) were very similar to earlier ones—rolling hills, sand dunes, soil sand and gravel, sparse vegetation of scattered sagebrush and bunch grass, with no timber. By then, the railroad and highway were well-established. At that time, farming was not being carried out in Section 14. All residents were within the town of Wallula which had a population of about 100 people. The W½ of Section 14 was again resurveyed in 1978 (USSG 1978) for the Wallula town site and cemetery only, which is outside of the project area. However, nothing remarkable is contained in the notes.

By 1931, a Metsker Map (Figure 3; Metsker 1931) reveals the area before the inundation of the Columbia River. Sections 2 and 11 have not been subdivided, but large portions of land between the Northern Pacific Railroad and the River have. All but the S½ of Section 14 is owned by the U. S. Government. The owner of the SW SE of Section 14 is listed as Nolan. The owner of the SE SE of Section 14 is listed as Stein. Other development includes the Attalia Ditch located in the E½ of Section 14, outside the project area. A road is recorded through the middle of Section 11. Sections 2 and 11 are owned by the Northern Pacific Railway Company.

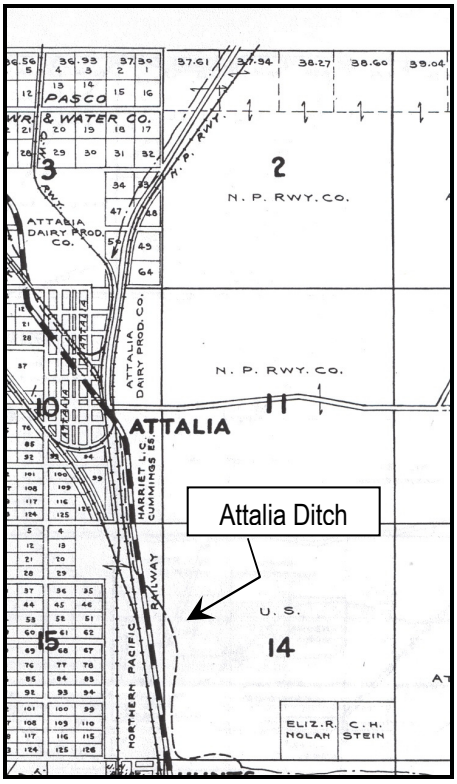

Figure 3. Metsker (1931).

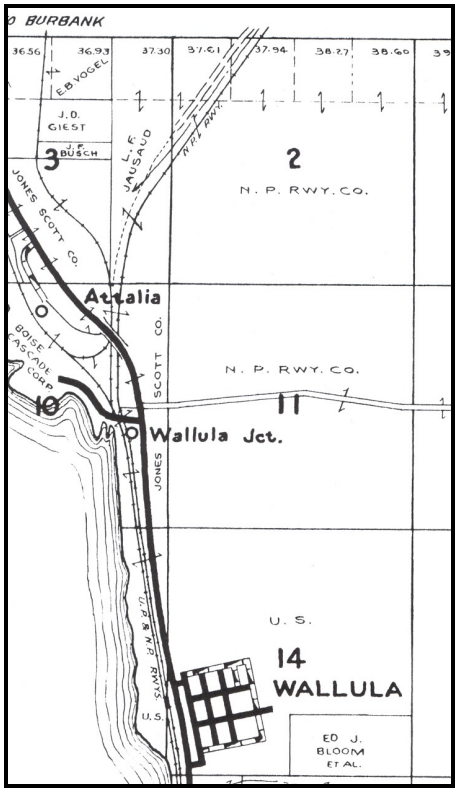

Figure 4. Metsker (1961).

A later 1961 Metsker map (Figure 4; Metsker 1961) produced after the construction of McNary Dam and subsequent inundation of the Columbia River details land use changes over the years. Subdivided lots in Attalia are now under water. Other small lots have been acquired by larger landowners, including the Boise Cascade Corporation. The S½ SE of Section 14 has been reduced to one owner, while ownership of the remainder of the project area is the same as before. The town of Wallula, once located along the Columbia River, has been moved to the SW of Section 14. Construction of the new townsite would have likely obliterated any evidence of the Attalia Ditch in Section 14.

Expectations

In view of the extensively disturbed nature of the Attalia Property project area and the location a fair distance away and above the Columbia River, the probability is low for locating unrecorded prehistoric archaeological sites.

Methods

A Phase I cultural resource and evaluation was implemented during May and June 2007 to identify and assess any cultural resources located within the Attalia Property project area. These resources may include previously recorded or yet undocumented historic and prehistoric resources as well as traditional cultural properties. RCW 27.53.060 provides protection of cultural resources on private and public lands in the state of Washington. In addition, Section 106 of the National Historic Preservation Act (NHPA) requires that any Federal agency having direct or indirect jurisdiction over a proposed Federal or Federally assisted undertaking, or issuing licenses or permits, must consider the effect of the proposed undertaking on historic properties. To determine if the project area contains any significant cultural deposits, an extensive and systematic on-ground cultural resource survey was conducted of the Attalia Property. In addition, an archival file and literature research was conducted of all documentation relevant to the project area.

The whole project area was surveyed in-field and examined for indications of existing prehistoric and historic cultural resources. Maps and aerial photos provided by the Port of Walla Walla, the Boise Cascade Fiber Farm, and USGS quadrangle maps were used as base maps for the cultural resources survey. Most of the project area has been previously disturbed by agricultural plowing and planting, bulldozing and various other activities. Portions of the proposed project area were planted in hybrid cottonwood (*Populus* sp) by Boise Cascade Fiber Farm.

The area surveyed for this project included 134 acres portions of the SE¼ of Section 35, T8N, R31E; 625 acres, excluding the railroad right-of-way, in Section 2, T7N, R31E; all 640 acres of Section 11, T7N, R31E; and, 320 acres or the E½ of Section 14, T7N, R31E (Figure 1). This project area totals 1,719 acres (Figures 5 and 6). A railroad spur crosses the NW of Section 2 and the SE of Section 35 in a northeast/southwest direction. The Burlington Northern Railroad (BNRR) vacated this spur and the Boise Cascade Company purchased the right-of-way from them. There is currently an easement deed between Boise Cascade and J. D. Simplot Feedlot Company. The Simplot Company rebuilt the tracks about six or eight years ago. (Chuck Wierman, Boise Cascade Fiber Farm, personal communication June 2007).

Section 14. Working north from the southern end of the project area, the area in E½ of Section 14, all planted in a hybrid cottonwood tree (*Populus* sp.) farm referred to by Boise-Cascade as the South Tree Farm (Figure 1), was surveyed by two archaeologists (Jeff Flenniken and Pam Trautman, Lithic Analysts) at 50 m (17 tree rows apart) transects. Lower areas of this section contain areas of blow downs, possibly from December 2006 storms.

Figure 5. Tree farm in Section 11 at power lines, view facing south

Figure 6. Overview from Section 35, facing southwest towards Wallula Gap.

Section 11. The Southern Tree Farm (Figure 1) continued into Section 11 north to the Worden Road and the existing overhead 69 KV transmission line (Figure 1). The portion of the tree farm in Section 11 was also surveyed by two archaeologists at 50 m north/south transects.

The SW corner of Section 11, south of Worden Road and the transmission line, is outside the tree farm and is open sagebrush/grassland covering stable and semi-stable sand dunes (Figure 1). This portion of Section 11 was surveyed by two archaeologists at 35 m meandering transects. Archaeological site 45WW126 (Trautman 2001), located and recorded during a previous survey of this area (Flenniken and Trautman 2001), is situated in this portion of Section 11.

Site 45WW126 was revisited during this current survey, and the site boundaries were expanded to the northeast on the basis of surface artifacts (Appendix A). This site was originally recorded in 2001 as a lithic scatter consisting of 15 artifacts of various materials, including chalcedony and basalt. The current survey revealed a hopper mortar base and flaked cobbles. The area was disturbed by various vehicle tracks.

The remaining portion of Section 11 is located north of Worden Road and the transmission line, within Boise-Cascade's North Tree Farm (Figure 1). This northern part of Section 11 was surveyed by three archaeologists, Jeff Flenniken, Pam Trautman, and Joseph Alexander of the CTUIR, at 35 m (11 tree rows apart) east/west transects.

Section 2. Approximately one-half of the southern portion of Section 2 is covered by Boise Cascade's North Tree Farm (Figure 1). This area was surveyed by three archaeologists, Jeff Flenniken, Pam Trautman, and Joseph Alexander, at 35 m (11 tree rows apart) east/west transects.

The remaining northern parcel of Section 2 is currently covered in tall grass (Figure 1). With the exception of the private railroad right-of-way, this northern portion of Section 2 was surveyed by two archaeologists (Jeff Flenniken and Pam Trautman) at 35 m meandering transects. The NW NW corner of Section 2 has been bulldozed in places and contains at least two large berms that appear to be for control of water run-off.

Section 35. A portion of the SE of Section 35 is also covered in tall grass. This area was surveyed by two archaeologists (Jeff Flenniken and Pam Trautman) at 35 m meandering transects. The northern portion of this area was unplowed, but heavily impacts with vehicle tracks.

In terms of sediments, this entire survey area of 1,719 acres is vegetated (natural and crops) sand dunes supported by irrigation, past and present. The entire project area has been extremely disturbed and altered by many years of circle-farming and row-farming potatoes, wheat, and trees; roads, construction, use, and maintenance; water-wells construction and maintenance; irrigation system construction, maintenance, erosion, and dismantling of irrigation equipment; construction and destruction of buildings/structures;

construction of erosion control dikes; quarrying of sand; and, dumping of debris, both natural as well as man-made. Vegetation and land disturbance created poor ground visibility conditions. The area in southwestern Section 11, south of Worden Road and the transmission line of the South Tree Farm (Figure 1), provided some ground visibility, which was fair to excellent. Ground visibility elsewhere in the project area was poor.

Results

A cultural resource evaluation was implemented to identify and assess any potential impact on cultural resources located within the Port of Walla Walla Attalia Property.

Previously unrecorded archaeological sites were not found during the course of this investigation. One previously recorded archaeological site (45WW126) was reexamined and the site boundary was expanded to the northeast on the basis of surface artifacts. This site was originally recorded in 2001 as a lithic scatter consisting of 15 artifacts of various materials, including chalcedony and basalt. The current survey revealed a hopper mortar base and flaked cobbles. The area was disturbed by various vehicle tracks. An updated archaeological site form has been prepared to reflect the new site boundary (see Appendix A).

Conclusions and Recommendations

The small numbers of artifacts indicate that this site does not appear to meet the criteria for eligibility on the NRHP by possessing distinctive characteristics or representing a significant and distinguishable entity whose components may lack individual distinction; nor does it appear to be likely to yield further information important to prehistory. The area has cultural significance to the CTUIR (Farrow) and is within *Walu'ula,* an area identified as the Traditional Cultural Property by the CTUIR. Due to the "sensitive issue of publicizing culturally sacred areas" the CTUIR has elected not to nominate this TCP for the NRHP (Farrow 2001). However, the sale of this property does not conflict with current land use patterns and zoning for the area.

It is recommended that the sale of this property proceed. A copy of this report should be forwarded to the Department of Archaeology and Historic Preservation in Olympia. Survey notes and photographs are kept on file at Lithic Analysts.

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Appendix A – Archaeological Site Form 45WW126