

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property**REDACTED DRAFT**Historic name: Salt Point Landing Historical and Archaeological District

Other names/site number: _____

Name of related multiple property listing:

Northern California Doghole Ports Maritime Cultural Landscape

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: Salt Point State Park, 25050 Coast Highway OneCity or town: Jenner State: California County: SonomaNot For Publication: ☒ Vicinity: ☒**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:**Date**_____
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:**Date**_____
Title :**State or Federal agency/bureau or Tribal Government**

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☐
Public – Local ☐
Public – State ☒
Public – Federal ☒

Category of Property

(Check only **one** box.)

- Building(s) ☐
District ☒
Site ☐
Structure ☐
Object ☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u> </u>	<u> 6 </u>	buildings
<u> 18 </u>	<u> 20 </u>	sites
<u> </u>	<u> 3 </u>	structures
<u> 2 </u>	<u> </u>	objects
<u> 20 </u>	<u> 29 </u>	Total

Number of contributing resources previously listed in the National Register 3

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: water-related

COMMERCE: business

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE: outdoor recreation

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7. Description

Architectural Classification

(Enter categories from instructions.)

N/A

Materials: (enter categories from instructions.)

Principal exterior materials of the property: EARTH, STONE, METAL, WOOD

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Salt Point Landing Historical and Archaeological District encompasses 769 acres along the Sonoma County coast within Salt Point State Park and adjacent waters within Salt Point State Park, Gerstle Cove State Marine Reserve, and Greater Farallones National Marine Sanctuary. The district includes the coastal terrace to the west, headlands surrounding Gerstle Cove, waters of Gerstle Cove, and a portion of the forested slope heading east up to the ridge top. The boundary is smaller than the previously listed Salt Point State Park Archaeological District (NRIS #71000207), listed in 1970 encompassing the 3,174 acres of Salt Point State Park at that time (**Comparison Map**). A distinct context and period of significance permit a new standalone nomination rather than amending the earlier nomination with additional documentation. Contributing resources in the Salt Point Landing Historical and Archaeological District include eighteen archaeological sites and two objects, plus three archaeological sites previously listed as contributors to the Salt Point State Park Archaeological District. Fifty-three noncontributing resources in the Salt Point Landing Historical and Archaeological District include twenty-seven archaeological sites previously listed as contributors to Salt Point State Park Archaeological District. The remaining noncontributing resources postdate the period of significance or do not contribute to the significance for which the district is nominated. The interrelated components of

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the timber industry and Salt Point community were dependent on the doghole port's location and means to load vessels safely and efficiently. District sites key to this operation include Miller's sawmill in Miller Gulch, the two trough chutes along the bluffs of Gerstle Cove, and the tramway and roads allowing products to be moved to the lumber and storage yards adjacent to the chutes. Other sites include those that supported the everyday necessities of living on the isolated coast. Archaeological fieldwork combined with historical maps and archival documentation provided evidence of their associated use with Salt Point Landing. The district retains all aspects of historic integrity.

Narrative Description

Salt Point Landing Historical and Archaeological District is smaller in size than the previously listed Salt Point State Park Archeological District (NRIS #71000207), designated in 1971. The previous district includes forty-four native Kashia Pomo archaeological village sites consisting of prehistoric sites, historic sites, and multicomponent sites containing shell middens, lithic sites, and a cupule rock. Four contributing resources are historic period archaeological sites associated with Salt Point Landing, three of which are included as contributing resources in the Salt Point Landing Historical and Archaeological District: CA-SON-250/H, CA-SON-487H, and CA-SON-488H.

Salt Point State Park Archeological District's boundaries were within 0.25 to 0.5 miles inside those of Salt Point State Park in 1971 and encompass 3,174 acres, roughly the size of Salt Point State Park in 1971. In 2021, the park includes 5,970 acres. The property's significance was documented in the areas of Archaeology: Prehistoric and Archaeology: Historic-Aboriginal with a period of significance including pre-Columbian, nineteenth century, and twentieth century. Science was also included as an area of significance (Pritchard 1970). The nomination does not address Salt Point Landing's historic use for the lumber industry, ranching, quarrying, and agriculture by European or American settlers. The archaeological district's significance beyond the Kashia Pomo association was not assessed under the auspices of the National Register. The district's significance is associated with the Kashia Pomo and due to its limited scope, it remains separate from the Salt Point Landing Historical and Archaeological District.

Maritime Cultural Landscape and Environmental Setting

Salt Point Landing's maritime cultural landscape, including the archaeological sites and visible human impacts to the environment, spans the land and underwater domain from Miller Gulch south into Gerstle Cove. The Salt Point Landing Historical and Archaeological District encompasses this landscape that connects significant terrestrial and submerged archaeological resources together forming a cohesive interconnected system.

Salt Point Landing, with its water portion known as Gerstle Cove, is an indentation along the Sonoma County coastline approximately seventy miles northwest of San Francisco. It is one of fifty-seven doghole ports developed in Sonoma and Mendocino Counties and subsequently used to support the timber trade focused on the redwood and tan oak trees. The rugged Sonoma coast

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had few roads and no traditional rail lines during the timber industry period so the most cost-effective way to move products was by sea. Lumbering operations established sawmills along the shoreline at the few places where it was possible to temporarily anchor a vessel, known as doghole ports. These landings used a chute system, employing either a trough or wire or a combination of both to sling materials to and from the coastal bluffs to the decks of waiting ships, and/or a pier to move materials from shore to vessel. Salt Point Landing was positioned in between two other doghole ports, Walsh Landing, 1.5 miles to the south, and Fisk's Mill Landing, 2.5 miles to the north. Salt Point's coastline is comprised of low, open terraces with a moderately protected cove. The 1889 *Pacific Coast Pilot* described Salt Point as follows.

Salt Point, forming the western part of the cove, lies five miles north sixty-seven degrees west (N. 67°!) from Northwest Cape. It is thirty-five feet high, very rocky, bordered by rocks above the water for two hundred yards, and has no trees upon it. Kelp lies off the rocks for one hundred and fifty yards to eight fathoms. The Salt Point settlement is one-third of a mile inside the point under the edge of the forest. From the outer rocks the bluff shore runs one-quarter of a mile to the northeast, with a contracted pocket one hundred and fifty yards deep, from the northwest side of which formerly stretched out two chutes. It is broad open to the southwest and has but a moderate protection to the northwest winds. The swell from the southeast to west (SE. to W.) sets in heavy and breaks well outside the cove along a line of sunken rocks which form a curve line parallel with the shore (Davidson 1889).

Salt Point included a suitable cove for vessels to seek enough temporary shelter for mooring; topography that allowed a chute to be constructed on the bluff; a bluff with flat terrain to house support structures and buildings; proximity to a sawmill with a transportation network to move materials to the coast; access to a sawmill and timberlands; a nearby market, e.g., San Francisco, to sell materials; and a community and workers to support the businesses. Salt Point Landing was an important link in the timber industry due to good timing, natural advantages, and manmade alternations to the landscape to utilize its resources for economic gain and development.

The area's flat coastal bluffs with interior forests rising up a gradual grade to a ridge to the east presented the ideal environment for Salt Point Landing's development. Miller Creek and Miller Gulch provided access to fresh water, timberlands, and water for sawmills. The interior regions had thick vegetation and stands of old growth redwoods, Douglas fir, and bishop pine along with hardwoods like tan oak and madrone. Prior to the 1870s, the redwood forests reached all the way down to the sea in some areas. Lumbering cleared those easily reachable trees, and that land was transformed into brush filled grasslands. The flat coastal terrace required less landscape modification for buildings and roads. The development of the land for ranching and agriculture, after the timber business declined, also centered on the coastal terrace in later decades due to its mild climate and large swaths of open land.

Salt Point Landing's success was due to its geographic suitability at the coast as a doghole port and a supply of timber related products shipped out from its chute on vessels to San Francisco and other ports. While several property owners used Salt Point Landing between the 1850s and the 1910s, the most prolific and landscape altering period occurred in the 1870s under William

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Miller and Funcke & Wassermann. Their products were mostly lumber, tan bark, and cord wood. Miller's sawmill was located one mile north of Salt Point Landing at Miller Gulch. The timber industry's modification of the landscape around Salt Point has been recorded through the archaeological remains. Such modifications were necessary for the logging of trees, milling, transport, and shipment to market.

William Miller built a sawmill one half-mile up Miller Gulch from the coast that operated between 1872 and 1876. This time frame overlapped with the timber operations at Salt Point by Funcke & Wassermann (later Funcke & Co.) for their San Francisco tannery business between 1870 and 1881. Miller chose his location along Miller Creek in Miller Gulch because of the suitability of the land, access to water, and availability of redwood trees. Funcke & Wassermann focused on tan oaks and other hardwoods for their tan bark and cordwood that did not need a sawmill and could be harvested and moved by much smaller and more mobile peeling teams. While they did not have as much physical infrastructure or impact on the environment, they still depleted the number of tan oaks in the area. Miller's sawmill was surrounded by at least a dozen other buildings (not extant, archaeological remains only) that supported the workers and daily needs. The two-story sawmill was the largest building in the complex and required a flat area along the creek as well as the damming of the creek for a mill pond to facilitate storing and moving the logs. A complex of cribbing and pilings was placed along the creek to shore up the creek bank, modifying the natural fluctuations of water height, flow, and sedimentation. Each outbuilding also required a flat pad for its foundation which left its mark on the landscape.

The infrastructure to harvest trees began with setting up a camp for the workers that moved when areas had been exhausted. The camps cleared small areas for temporary buildings or tents along with facilities to service saws and other equipment. By taking out large old growth trees the landscape changed due to increasing light on the forest floor which, in turn changed the environmental conditions. As remnants of historical activities, tree stumps may also be considered archaeological resources and part of the cultural landscape. Notches in tree stumps cut by timberman to hold stages while sawing can still be seen all around Salt Point State Park. To move the logs from the forest to mill a network of skid trails, roads, tramways, and railroads were employed. Miller's teams at Salt Point used the natural slopes and terrain of Miller Gulch to move logs and cut grades into the ground for oxen or horse teams to transit. These trails and roads remain visible.

The transportation network's impact on the landscape continued after the logs were milled. Another system of roads, tramways, and railroads connected the mill to the doghole ports where products were loaded onto vessels. The natural terrain was a guide, leveled and cleared for the roadbed. At Salt Point Landing two types of methods were used to bring materials to the trough chutes with different environmental effects. Miller's sawmill connected to its own chute and Funcke & Wassermann's material connected to their own chute. Miller had a horse drawn tramway that started at the mill and ran 1.5 miles south to their chute. This tramway had redwood railroad ties and iron rails that made up the track. Funcke & Wassermann's road was a simpler dirt road that circled around on the bluff and ended at their chute. Additional dirt roads

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were located inland from the chutes for the Salt Point settlement buildings, the coastal road that followed the coastline, and several roads running up through the timber lands.

By the time Miller and Funcke & Wasserman settled in the area Salt Point Landing had already been proven to be a suitable place for loading vessels. A closer cove less than half a mile away to Miller's sawmill at Stump Beach Cove was too narrow to safely bring in vessels. The first use of Salt Point as a landing was in the 1850s when Joshua Hendy and the Duncan brothers used wires and slings to drop timber over the cliff edge. Little is known about this setup and what the infrastructure included. They would have needed to have a flat stable platform and derrick system to lower bundles of timber down to the beach where it was transferred to a vessel. Through the mid-1860s the landing was used with a derrick and floating wharf to ship out sandstone blocks quarried locally. The blocks were very heavy and may have been dragged on rudimentary log skid roads by horses, oxen, or donkey steam engines to the cliff edge. Quarried blocks are extant at many contributing archaeological sites. It was not until Funcke & Wassermann purchased Salt Point in 1870 and Miller built his sawmill in 1872 that the landscape was impacted on a wider scale. The construction of two trough chutes at Salt Point Landing necessitated a transportation system to connect them to the mill or other sources. This was accompanied by the overall development of the community to support the operations.

Salt Point Landing's mile long coastal terrace, between where Miller Creek exits Miller Gulch to the cove where the trough chutes were located, had three main centers of growth. The first is the closest to the bend where Miller's tramway came down from the mill and turned south. The coast road also crossed Miller Creek and turned south in the same area. On either side of the road were located several buildings and businesses not suitable for the town center, such as the butcher shop. The road also marked the dividing line between the flat grassland terrace and the more forested uplands. Archaeological remains indicate the clearing and flattening of building sites. The second center of development is a quarter of a mile to the northwest of the chutes where the community of Salt Point was as indicated on the 1878 U.S. Coast and Geodetic Survey T-sheet No. T-1497A. At least a dozen buildings once occupied this section of land. Its location along the coastal road and roads leading down to the chutes made it an ideal place for a hotel and general store.

The coastal bluff where the land connects to the water in Gerstle Cove is a dynamic environment and one where the construction and use of the trough chutes impacted the landscape in different ways than typical buildings, fences, or roadbeds. Salt Point Landing had two trough chutes extending off the cove's northwestern side and an apron extending into the water. Each trough chute would have had a similar design necessitating rebates cut into the cliff side and rocks to accommodate the large A-frame and other vertical and horizontal support beams. The land at its base would have been leveled to allow carts of material brought to it for loading. To combat wooden chute's movement and stresses, iron bolts for mooring points were hammered into the rocks and all around the cliff-side to secure the apparatus using tensioning cables. The mooring system for vessels also included numerous iron bolts, pins, eyebolts, and rings that were secured into rocks and the cliff side along with underwater mooring anchors on the cove's seafloor.

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The steep cliffs lead down to a rocky intertidal zone with waves and larger swells followed by a sandy boulder covered seafloor. Gerstle Cove has a small rocky beach at its northern end with the rest of the cove surrounded by high bluffs. Kelp fields often inhabit the cove in the summer along with urchins, abalone, and a variety of fish and invertebrate species. Water depths range from 10 to 30 feet inside the cove where the vessels would have moored under the chutes to over 90 feet further to the southwest where the deeper mooring anchor sat outside the cove. Gerstle Cove's natural underwater landscape was affected by anchors moored on the seafloor or debris falling off the cliffs, or from visiting vessels, into the water. Vessels wrecking, grounding, or losing material such as an anchor results in the deposition of manmade material onto the seafloor. The Salt Point Landing chutes remained active until the 1880s for one and the 1910s for the other. With the long period of activity at Salt Point Landing, roughly from 1853 to 1917, the impacts near and under the chutes can be seen through the presence of archaeological remains and landscape alteration.

Period of Occupation and Use

Salt Point Landing Historical and Archaeological District has a long period of occupation, development, and use dating back to the native Kashia Pomo who utilized the coastal terraces for seasonal camps focused on hunting, fishing, and gathering the abundant natural resources present along the seashore. Archaeological sites associated with Kashia Pomo use of the area are not associated with the doghole ports association of the property and are identified as noncontributing resources. While there may have been employment of Kashia Pomo individuals to support Salt Point's timber industry, sufficient research has not been conducted to confirm if or to what extent that occurred. Douglass (2002) concludes, "Most Sonoma coast Native Americans during this period seem to have either avoided the lumber industry or to have been excluded from it" (Douglass 2002:99).

The district's focus is Salt Point Landing's use as a historic American period doghole port to support the timber industry and related business including quarrying, ranching, and agricultural pursuits. The district's contributing resources are those associated with the landing, including archaeological remains of a logging camp, sawmill, associated residential and commercial sites, transportation network, and the lumber chutes.

The Russians occupying Fort Ross, five miles south of Salt Point, were the first non-indigenous people to occupy the Sonoma coast between 1812 and 1841. They did not have any settlements at Salt Point and ventured up and down the coast for hunting, trapping, and exploration (Douglass 2002). After their departure John Sutter acquired the Russian property and moved the assets to Sacramento (Tomlin 1991). The first organized use of Salt Point was by Ernst Rufus, William Benitz, and Frederick Hugal who received a 17,580-acre Mexican land grant from Governor Pio Pico for the German Rancho in 1846. They established a large horse and cattle ranch there with 850 head of livestock and built a house and grist mill. The location and extent of those buildings and structures are not known (Douglass 2002; Porter 1982).

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Salt Point's use for timber extraction started in 1853 when Joshua Hendy and Samuel M. Duncan acquired the southern part of the rancho which included Salt Point. This period marks the beginning of Salt Point's use as a landing and doghole port for shipping out materials on vessels. Hendy and Duncan built a sawmill in Miller Gulch and began exporting timber products to San Francisco by water. Timber operations increased when Samuel and Alexander Duncan took over from 1855 to 1860. At the same time a group of men leased a portion of Salt Point to quarry its sandstone between 1855 and 1868. Frederick Funcke, August Wassermann, and Lewis Gerstle, of Funcke & Wassermann, purchased Salt Point in 1870 and further developed the land to support their tannery in San Francisco by supplying cordwood and tan oak bark. It was shipped out from their own trough chute at the landing. Overlapping with that business was William Miller who leased some of their land between 1872 and 1876 to build a substantial sawmill in Miller Gulch along with his own trough chute for shipping lumber (Douglass 2002). In 1881, William Walsh purchased Salt Point and carried on small timbering activities until the last known shipment from the doghole port in 1912. The chutes were then abandoned by 1917. In the 1930s and 1950s two different families leased the land for ranching and recreational opportunities. Walsh's descendants owned the property until the State of California acquired it in 1968 (Rudy 2009).

Salt Point Landing's historic use is associated with many nationalities who came to the Sonoma County coast to profit from the natural resources and abundance of homesteading opportunities mainly associated with the timber or ranch industry. Many individuals were recent immigrants who arrived in California around or just after the California Gold Rush. Salt Point's property owners or leasers came from Germany, Switzerland, Ireland, and Scotland. Some had immigrated to the United States several years before their move to Salt Point where they lived in the East Coast or around San Francisco where they made business connections or learned the ins and outs of the timber industry.

The identity of the men who worked at Salt Point is not fully known. Some were full time residents, and many were seasonal workers. During Funcke & Wasserman and Miller's time the 1877 *Historical Atlas Map of Sonoma County, California* included a list of Salt Point's sixteen residents. They arrived in California between 1845 and 1864 and arrived in Sonoma County between 1850 and 1875, from Maine, Massachusetts, New York, Pennsylvania, North Carolina, Tennessee, Vermont, Minnesota, Ireland, Germany, and Prussia. Douglass (2002) also chronicles the Euro American and overseas Chinese workers at Miller's sawmill. He concluded the logging and milling jobs such as bull puncher, chopper, sawyer, engineer, mill sawyer, and common laborer were conducted by Euro American men. The workers in the woods at logging camps were bachelors while the men at mills were typically married with families. This was related to the seasonal work in the woods compared to the steady year-round work at the mills. The most common job for Chinese workers was in the cookhouse. Some were employed at sawmills within Sonoma and Mendocino Counties. Archaeological evidence and a historic photo of Miller's mill from 1875 confirm Miller's use of Chinese labor (Douglass 2002)

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Physical Characteristics

Salt Point Landing Historical and Archaeological District's contributing resources encompass the entire span of doghole port operations from cutting down trees to loading vessels to moving the products to market. Twenty-three contributing resources include three resources previously listed as contributors to Salt Point Archaeological District (NRIS #71000207). Fifty-three noncontributing resources include twenty-seven resources previously listed as contributors to Salt Point Archaeological District (NRIS #71000207).

Contributing resources are organized geographically, grouped by one of four areas: Upland, Miller Gulch, Coastal Terrace, and Salt Point Landing. Noncontributing resources are grouped based on their association with Salt Point Landing: Kashia Pomo, historic period, and modern, i.e., California State Parks operations.

CONTRIBUTING RESOURCES

Upland

1. CA-SON-002331H

One Contributing Site

Upland, North Logging Camp, circa 1870-1881

Photo 1

CA-SON-002331H is the archaeological remains of the North Logging Camp, associated with the Miller and Funcke & Wassermann periods. It is located on a ridge north of Miller Gulch at an elevation of 500 feet, [REDACTED].

Archaeological survey and surface collection in 2001 indicated the site measures 80 feet by 115 feet on a ridge top [REDACTED]. The site's main features are cast iron stove fragments and a rectangular rock pile with two artificial depressions of unknown use. A burned tree stump with a deep notch is located on the site's western side that may be associated with a structure. Test excavations found a variety of materials including a pocketknife, a file, scissors, tableware sherds, fragments of a cast iron pan and tea kettle, spoon, button, leather shoe fragments, and bottles. A piece of a crosscut saw was also observed along with mussel shells and two beef bones. Another logging artifact included a circular bronze rope thimble used for hooking a chain to a rope. Two buildings in that location are depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet [REDACTED]. The logging operations may have been associated with either Miller's sawmill or Funcke & Wasserman's tannery needs (Douglass 2002).

2. CA-SON-001668H

One Contributing Site

Upland, Pig Meadow, circa 1870-1881

Photo 2

CA-SON-001668H is the archaeological remains of a 50 foot by 100 foot historic period domestic site with evidence of two building depressions located [REDACTED]

[REDACTED]. An archaeological survey and limited excavations from

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1988 and 1995 recorded three loci at the site. Locus 1 is a low circular rock feature with quarried stone blocks and domestic artifacts including cast iron stove fragments. The artifacts included tableware sherds, glazed teapot sherds, a spice bottle, a white ceramic marble, and a clay pipe stem. Locus 2 is eighty-five feet southwest of Locus 1 and is a concentration of domestic artifacts located around a rock pile of quarried stone blocks with flat window glass, cut nails, and cast-iron stove parts. Locus 3, eighty-five feet east of Locus 2, is a depression with several pieces of quarried stone blocks and wood fragments. Locus 3 artifacts were Chinese brown-glazed stoneware sherds that may have been from a well or spring box to keep food cool. Other material found at the site included many alcohol and medicine bottle sherds, two unidentified mammal bones, and a large quantity of abalone shell, mussel shells, chiton, and turban snails. One of the two buildings is depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002).

Miller Gulch

3. CA-SON-001679H

One Contributing Site

Miller Gulch, sawmill worker's shanty, circa 1872-1876

Photo 3

CA-SON-001679H is the archaeological remains of a sawmill worker's shanty associated with Miller's sawmill and is located on a hillside [REDACTED] next to the sawmill's mill pond. Miller's sawmill is about 90 feet to the south. Archaeological survey in 1988 and 2000 recorded a shanty site with a small rock feature measuring 3 feet by 16 feet for the building's hearth. Smaller artifacts recorded at the site include a cut nail, an ox shoe, glass fragments, and a clay pipe stem. It is likely a single mill worker occupied the building based on historical descriptions of mill worker shanties in Mendocino that measured 10 feet by 12 feet with a board floor and large fireplace. Remains of a roadbed passes by the shanty, used to skid logs from the northwest part of the Saw Log District downgrade to the sawmill. The building is depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002).

4. CA-SON-002309H

One Contributing Site

Miller Gulch, Miller's sawmill, circa 1872-1876

Photos 4, 5

CA-SON-002309H is the archaeological remains of William Miller's sawmill located [REDACTED] in Miller Gulch. An archaeological survey and surface collection in 2000 recorded a 175 foot by 125 foot site with portions in the creek bed, on the creek's banks, and on land on either side of the creek. The majority of the site is on a flat terrace on the creek's south side along with two smaller flat areas above the main terrace partway up the hillside. There is a partially exposed grid of logs in the creek bank and remnants from the mill pond dam in the creek bed. The logs along the creek bank are parallel spaced, and nine feet from the center of one log to the center of another log with iron spikes. The cribbing created a level platform above the water for shafts and belts to run under the mill building. Other site components are a boiler base and its firebox made out of stacked sandstone blocks and slabs along with bricks. Near the boiler base is clinker or slag from burning wood, coal, or coke. Small artifacts included graphite, cut nails, spikes, metal straps, an iron bracket, and an iron axel from a

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cart or wagon. The nails may be associated with the small building on the south side of the creek that may have been a shanty. William Miller constructed the sawmill for timber operations at Salt Point between 1872 and 1876. He moved his materials to Salt Point Landing by using a horse tramway for shipment to San Francisco from Salt Point Landing. The buildings are depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002).

5. CA-SON-000487H

One Previously Listed Contributing Site

Miller Gulch, sawmill worker's shanty, circa 1872-1876

Photo 6

CA-SON-000487H is the archaeological remains of a sawmill worker's shanty or small house. Archaeological survey from 1969, 1988, and 2000 recorded a 24 foot by 16 foot area of a historic period site comprised of a small building pad located [REDACTED] in the Miller Gulch area. The manmade flat area is built up with stacked rock retaining walls to the north and east with remnants of red bricks and bottle glass sherds dating to the nineteenth century. The sawmill tramway grade passes [REDACTED] the site. It is depicted as a building on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002). CA-SON-000487H was previously listed as a contributor to Salt Point State Park Archaeological District (NRIS #71000207).

6. CA-SON-000488H

One Previously Listed Contributing Site

Miller Gulch, sawmill cookhouse and shanties, circa 1872-1876

Photo 7

CA-SON-000488H is the archaeological remains of Miller's sawmill cookhouse and associated worker shanties located on the north side of Miller Creek on a terrace about [REDACTED]. One larger building, the cookhouse, is surrounded by four smaller buildings with a lumber tramway passing along the buildings and the creek for moving materials to the landing. Archaeological survey in 1969, 1988, and 2000 recorded a site roughly 45 feet by 21 feet with a rock feature and scatter of ceramics, glass, butchered beef bones, bricks, nails, and spikes. A large quantity of butchered beef bones, some with saw cuts, and white earthenware tableware sherds indicates the presence of the cookhouse. Addition artifacts include a clay pipe stem, glass alcoholic beverage and medicine bottle sherds, cut nails, spikes, flat glass, and brick fragments. The cookhouse also served as the dining hall with mill workers living in the surrounding shanties. Loggers cutting down the trees were often times too far away to be serviced by the mill facilities, so they had their own temporary camps with separate cooking and living camps. The buildings are depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002). CA-SON-000488H was previously listed as a contributor to Salt Point State Park Archaeological District (NRIS #71000207).

7. CA-SON-002263H

One Contributing Site

Miller Gulch, sawmill Chinese bunkhouse, circa 1872-1876

Photo 8

CA-SON-002263 is the archaeological remains of the Chinese bunkhouse associated with Miller's sawmill. Archaeological survey and excavations in 1998 and 2000 recorded a site

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measuring 140 feet by 80 feet that sits on the hillside above [REDACTED]. The building remains are bordered to the north by the creek and to the south by the log tramway grade. The structural material from the bunkhouse mainly included cut nails and window glass. Most of the cultural materials at the site are Chinese in origin with a scatter of ceramics, abalone shell, glass, metal, and domestic debris. Test excavations at the site revealed Chinese brown-glazed stoneware and lids, porcelain rice bowls, and food jars and lids. Chinese characters and designs were noted on rice bowls. The Euro American ceramics included tableware (plates, bowls, and a cup) and bottles. Glass items were medicine and bitters bottles, and wine and champagne bottles. Archaeologists found two Chinese coins, one dating from 1662 to 1772 and a second dating from 1736 to 1795, along with three glass game pieces and various artifacts linked to opium use. Evidence of foodstuffs were beef, fish, bird, deer, pig, and small mammal bones as well mussel and abalone shell. A long building, matching the site dimensions and location is depicted as a building on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002).

8. CA-SON-002334H
Miller Gulch, bull barn, circa 1870-1880

One Contributing Site
Photo 9

CA-SON-002334H is the archaeological remains of a bull barn, smaller shanty buildings, and a corral located on a terrace along the [REDACTED]. Archaeological survey from 2001 recorded a site measuring 300 feet by 120 feet with a light scatter of historic period artifacts and two rock concentrations possibly related to structures or a retaining wall. Observed artifacts include an iron ox shoe, a draft horse shoe, ceramic tableware sherds, bottle glass, and a clay pipe bowl. The bull barn site is where Miller's sawmill cared for their bulls, oxen, and tram horses. The animals were used to move logs to the mill and finished products from the mill to the landing. A fenced corral with a larger building and two smaller buildings is depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002).

9. CA-SON-002332H
Miller Gulch, road segments, circa 1870-1881

One Contributing Site
Photo 10

CA-SON-002332H is the archaeological remains of two 10-foot-wide historic road segments that link Miller's sawmill with Salt Point Landing. They run northwest from [REDACTED]. Segment A is 10 feet wide and runs up the slope for 160 feet and may connect with the bull barn (CA-SON-002334H). Segment B is also 10 feet wide and begins [REDACTED]. It runs for 112 feet. It may have been part of a road crossing Miller Creek that pre-dates the Miller sawmill period. There are remains of split rail fences near both road segments. A road and horse tramway are depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002).

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Coastal Terrace

10. CA-SON-001670H
Coastal Terrace, flagpole site, circa 1871-1953

One Contributing Site
Photo 11

CA-SON-001670H is the archaeological remains of at least four buildings of unknown use. The site lies [REDACTED]. It is located on the [REDACTED]. Archaeological survey in 1988 and 2001 recorded two components to the site, an area of use dating to the Miller sawmill period and a mid-twentieth century habitation period as artifacts date from the nineteenth and mid-twentieth century. Archaeologists recorded a variety of artifacts including split fence remnants, two rock alignments, two concrete slabs, and broken concrete. One 2.0 foot by 3.0 foot concrete slab has an inscription with the date October 17, 1953 and the names Goodbar's [sic] and Conner's [sic]. An oval concrete-filled hole about a foot in diameter has a central hole, the source of the flagpole site name. Several buildings in the area are depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet no. [REDACTED]. Just prior to the state's purchase of the land in 1968, the property was known as Walker Ranch and a worker lived on-site in a mobile home. A building extant when the state took over was removed in the 1970s (Douglass 2002).

11. CA-SON-002335H
Coastal Terrace, unknown building or structure, circa 1871-1878

One Contributing Site
Photo 12

CA-SON-002335H is the archaeological remains of an unknown building or structure [REDACTED]. Archaeological survey, surface collection, and excavation in 2001 recorded the site on a coast terrace next to Highway 1 measuring 150 feet by 80 feet. The historic lumber tramway (CA-SON-002177H) runs through the site. Cultural material recorded at the site included glass, ceramics, cut nails, metal fragments, a spike head, silk fabric fragment, and bricks. An inserted-type circular saw tooth and slate pencil were also located. The site is associated with the location of a Miller sawmill period structure or building, depicted as a building on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002).

12. CA-SON-002336H
Coastal Terrace, unknown building or structure, circa 1871-1878

One Contributing Site
Photo 13

CA-SON-002336H is the archaeological remains of an unknown building or structure [REDACTED]. It is next to [REDACTED]. Archaeological survey, surface collection, and excavation in 2001 measured a site 120 feet by 175 feet and lies between the historical road and tramways leading to Salt Point Landing. Cultural materials at the site included bottle and lantern chimney glass, tableware sherds, porcelain sherds, and stoneware. The site is associated with the location of a Miller sawmill period building or structure. It is depicted as a building on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002).

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13. CA-SON-000250/H
Coastal Terrace, domestic site, circa 1871-1878

One Previously Listed Contributing Site
Photo 14

CA-SON-000250/H is the archaeological remains of a prehistoric shell midden site along with a historic period domestic site measuring 100 feet by 115 feet with a probable hearth rock feature along with a cast iron stove fragment, ceramic and glass fragments. Archaeological surveys in 1949, 1969, and 1998 located white earthenware, tableware sherds, and purple, aqua, and blue glass from medicine and alcoholic beverage bottles. An iron chain hook used for hooking up oxen teams was also recorded as well as square nails. It is located [REDACTED]

[REDACTED]. CA-SON-000250/H dates to the Miller sawmill period between 1871 and 1878 and is associated with a building of unknown use. The building is depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] (Douglass 2002). CA-SON-000250/H was previously listed as a contributor to Salt Point State Park Archaeological District (NRIS #71000207).

14. CA-SON-002237H
Coastal Terrace, butcher shop, circa 1871-1878

One Contributing Site
Photo 15

CA-SON-002237H is the archaeological remains of Decatur H. Jewell's butcher shop [REDACTED]. The 80 by 55-foot site is located [REDACTED]. Archaeological survey and excavation in 1997 documented a deposit of over 300 butcher cut cattle bone fragments and teeth, ceramics, glass, and metal. Other cultural materials at the site included bottle and lantern chimney glass, cut nails, a rifle cartridge case, and an ink bottle fragment. The site is entirely buried with shovel test pits used to determine the boundary extents. Additional remains may exist [REDACTED]. The butcher shop supplied Miller's sawmill workers with meat. The hides may have been sold to Funcke & Co. for shipment to San Francisco for tanning. The 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] shows three small buildings and a corral in the same location as CA-SON-2237 (Douglass 2002).

15. CA-SON-001665H
Coastal Terrace, Brusquett's, circa 1860-1878

One Contributing Site
Photo 16

CA-SON-001665H is the archaeological remains of possibly two buildings and a corral likely associated with the early quarry operations in the 1850s and 1860s and later the Funcke & Wassermann period ranch operations. Archaeological survey in 1988 recorded a 150 foot by 70 foot site located [REDACTED]. Artifacts located at the site included glass sherds, clear bottle glass, metal fragments, white earthenware bowl, cup, and saucer sherds, window glass, olive green bottle, and fragment of perfume bottle. A possible fireplace was documented on the site's northwestern edge. An 1860 Plat map has the area labeled [REDACTED], and the buildings and corral are shown on the 1878 U.S. Coast and Geodetic Survey

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T-sheet No. [REDACTED]. The site's main feature is a hearth made from a quarried block along with a scatter of glass and ceramics (Douglass 2002). The site is also known as Quarry Place due to its connection to quarry work.

16. CA-SON-002177H
Coastal Terrace, lumber tramway, circa 1871-1878

One Contributing Site
Photo 17

CA-SON-002177H is the archaeological remains of the horse or oxen drawn lumber tramway connecting Miller's sawmill to Salt Point Landing. Archaeological survey in 1995 recorded a 1.4 linear feature including the grade from the tramway starting [REDACTED] near CA-SON-000487H then following [REDACTED] near CA-SON-001670H. From there it runs to the south and ends at Salt Point Landing's lumber yard and outer trough chute, the one used by Miller to ship out his lumber products. The site includes the 16-foot-wide railroad grade that was leveled along the coastal terrace and cut into the hillside in [REDACTED] remains. It is easier to see along the south side of [REDACTED]. Artifacts related to the tramway include a piece of strap rail in [REDACTED] and a two axel and wheel set with a 5.0 foot gauge at the park maintenance yard. The tramway is depicted on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED].

17. CA-SON-001667H
Coastal Terrace, Salt Point Hotel, 1870-1923

One Contributing Site
Photo 18

CA-SON-001667H is the archaeological remains of the Salt Point Hotel which operated from 1870 until its collapse in 1923. The site is located on [REDACTED]. Archaeological survey in 1988 located a 130 foot long by 80 foot wide site comprised mainly of quarried building stone, bricks, mortar, and wood fragments indicating the presence of the hotel's structural remains. Cultural materials recorded included pieces of burned window glass, white earthenware, and green and brown bottle glass. There is an old road grade to the west, outside the site boundaries. The Salt Point Hotel is depicted close to CA-SON-00167H on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED].

18. Quarry
Coastal Terrace, Sandstone Quarry, circa 1855-1868

One Contributing Site
Photos 19, 20

The Quarry site is the archaeological remains of a historic sandstone quarry [REDACTED]. Preliminary visual surveys identified a roughly 3-acre site with evidence of quarry operations through drill and split marks in the rocks, an iron pin possibly associated with a derrick system, and a large scatter of quarried blocks around and to the south of the main rock outcropping leading south to the landing. Historical research indicates there was an active sandstone quarry at Salt Point Landing between 1855 and 1868 that overlapped with timber operations by Hendy and Duncan and then the Duncan Brothers. The material was used locally and exported to San Francisco. The sandstone was used

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around San Francisco for streets and buildings and at the Mare Island naval facility. The 1866 Bowers map indicates the presence of a quarry at the same location as the Quarry site and it is noted as abandoned on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED].

Salt Point Landing

19. CA-SON-000457/H

One Contributing Site

Salt Point Landing, Salt Point Settlement, circa 1854-1912

Photo 21

CA-SON-000457/H is the archaeological remains of the Salt Point settlement's town center as well as a prehistoric Kashia Pomo site. The site measures 300 feet by 500 feet in size, and the location [REDACTED]. A majority of the features are [REDACTED]. Prichard's survey in 1969 found several fragments of rusty metal, English dinnerware sherds, window glass, and poor grade porcelain. A Mexican peso of undetermined age was also discovered at the site (Prichard 1969). Prichard (1969) described this site as the supposed town site of Louisville. Louisville was the name of a town hypothesized by Funcke & Wassermann in the 1870s during their ownership of Salt Point Landing. Its theorized location overlapped with buildings associated with the lumber chutes and associated timber industry needs such as a hotel and store. The plan for the town encompassed the entire coastal bluff from [REDACTED] (Douglass 2002).

20. CA-SON-000248/H

One Contributing Site

Salt Point Landing, Lumber Chutes, circa 1854-1912

Photos 22, 23, 24, 25, 26

CA-SON-000248/H is a mixed-use site of prehistoric and historic period material out on the [REDACTED]. Archaeological surveys in 1949, 1969, 1988, and 2016 [REDACTED]. The survey in 2016 was the first to document the historic period material out on the headland (Delgado et al. 2018). Archaeologists found a site that encompasses terrestrial and submerged remains dating to the time period affiliated with the doghole port. These sixteen features fall within three categories of use: the sandstone quarrying activities, the trough chutes and associated mooring hardware, and a roadbed that connected the chutes to the rest of Salt Point. Features F1 through F11 are all part of the chute setup to load vessels. Features F12, F13, and F15 include quarried sandstone blocks with drill marks and a sandstone boulder with line of drill holes. The distribution of features indicates material from both Miller's (outer) trough chute and Funcke & Wassermann's (outer) trough chute. F1 is a 25-inch square rebate cut out of the rocks near the water's edge measuring 16 inches deep. This held one of the wooden A-frame or support legs of the trough chute. F2 through F11 are all metal hardware (pins and eyebolts) secured in the rocks all along the cliff and shore used as mooring points or for the chute's support cables. F14 is a 300-foot-long road segment to the north of the chutes that may be linked to the inner chute's access road. Lastly, F16 is an Admiralty-style iron collapsible stock anchor, approximately 8.0 feet tall and 8.0 feet

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wide, with a segment of chain in 55 feet of water [REDACTED] 700 feet to the southeast from the chute location. [REDACTED]
[REDACTED] (Delgado et al. 2018).

21. Harreld-2019
Salt Point Landing, Gerstle Cove, circa 1856-1912

One Contributing Site
Photos 27, 28, 29

Harreld-2019 is the results from SCUBA diver surveys in 2019 within and along the shore of Gerstle Cove to support the ongoing doghole port work by California Department of Parks and Recreation. In total, four features are on shore and nineteen features were located underwater. Of the material recorded underwater, seventeen are within [REDACTED]. Only three features, NG006, NG011, and NG012 are modern debris, the rest is historic period items dating from the 1860s through turn of the century. The most numerous are seven features consisting of at least ten cut sandstone blocks on the seafloor, NG002-NG003, NG007, and NG015-NG-018. There is no pattern where they are located; rather they are scattered within the cove's [REDACTED] and measure from 4.0 to 7.0 feet long. Quarrying went on from 1855 to 1868 and overlapped with the landing's use for timber shipments. These blocks most likely fell into the water when being loaded onto a vessel. Three iron anchors, one fragment and two more complete ones, are connected with the mooring setup for the chutes or they originated from a vessel. NG014 is a fluke fragment [REDACTED] while NG008 and NG009 are [REDACTED]. NG008 is an Admiralty style folding stock anchor and NG009 is smaller 8.0 foot long Admiralty style folding stock anchor. Two cut outs or rebates were documented in wash rocks, NG018 and NG020 that were for the A-frame legs of Miller's chute. On [REDACTED], the team recorded mooring hardware associated with the chute apparatus and vessel operations. A wire winch near the visitor's center up on the bluff may have been also used to assist a vessel mooring up under a chute. The remaining features, NG001 (cart axel and wheels), NG004 (iron wheel), NG005 (iron cylinder), NG010 (possible ship's windlass), NG013 (iron wheel), and NG-wire cable are man-made material either associated with a vessel or timber operations. The results of Harreld's survey indicate the presence of a lot of submerged cultural material underwater associated with the doghole port.

22. Anchor 1
Salt Point Landing, anchor, circa 1854-1912

One Contributing Object
Photo 30

A ship's iron anchor is located behind the Gerstle Cove entrance booth off Highway 1. Based on its location, the anchor may have been illegally recovered from the waters off Salt Point. The folding stock anchor measured 5.7 feet between flukes and 7.5 feet from crown to top of the shank. It is partially buried in the grass covering a portion of the shank and crown. Its design dates the anchor to a small coastal vessel, most likely a schooner, operating between the mid nineteenth to early twentieth century. Its condition indicates it was submerged in salt water for a long period of time before being removed and has not been conserved. This type of anchor may

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have been a lumber chute mooring anchor at a doghole port or from a vessel that wrecked at a doghole port.

23. Anchor 2
Salt Point Landing, anchor, circa 1854-1912

One Contributing Object
Photo 31

A ship's iron anchor is located at the [REDACTED]. Based on its location, and information provided by relatives of the divers who removed it from the water, the anchor may have been illegally recovered from the waters off Salt Point. The anchor had a folding stock with a shackle and segment of chain. It measured 4.5 feet from fluke tip to fluke tip and its shank was 7.3 feet long. Its design dates the anchor to a vessel operating between the mid nineteenth to early twentieth century. Its condition indicates it was submerged in salt water for a long period of time before being removed and has not been conserved. This type of anchor may have been a lumber chute mooring anchor at a doghole port or from a vessel that wrecked at a doghole port.

NONCONTRIBUTING RESOURCES

Kashia Pomo

24-68. Kashia Pomo sites
Salt Point State Park, anchor, circa 4500 BP-150 BP

Forty-five Noncontributing Sites

Salt Point Landing Historical and Archaeological District contains forty-two prehistoric native Kashia Pomo sites dating from 4500 BP to 150 BP, two multicomponent sites [REDACTED], and one historic period site. These forty-five sites are independent of the historic period doghole port contributing resources (Bramlette and Fredrickson 1990; Bramlette and Dowdall 1989). The archaeological significance of the Kashia Pomo sites is outside the focus of this nomination context. Due to their sensitive nature, no site characteristics or locations are included.

Twenty-seven of the forty-five sites were previously listed as contributing resources in the Salt Point State Park Archaeological District (NRIS #71000207):

24. CA-SON-000246 (Prehistoric)
25. CA-SON-000247 (Prehistoric)
26. CA-SON-000251 (Prehistoric)
27. CA-SON-000458 (Prehistoric)
28. CA-SON-000459 (Prehistoric)
29. CA-SON-000473 (Prehistoric)
30. CA-SON-000474 (Prehistoric)
31. CA-SON-000475 (Prehistoric)
32. CA-SON-000477 (Prehistoric)
33. CA-SON-000478 (Prehistoric)

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34. CA-SON-000479 (Prehistoric)
35. CA-SON-000480 (Prehistoric)
36. CA-SON-000483 (Prehistoric)
37. CA-SON-000485 (Prehistoric)
38. CA-SON-000491 (Prehistoric)
39. CA-SON-000493 (Prehistoric)
40. CA-SON-000498 (Prehistoric)
41. CA-SON-000500 (Prehistoric)
42. CA-SON-000501 (Prehistoric)
43. CA-SON-000503 (Prehistoric)
44. CA-SON-000505/H (Prehistoric and Historic)
45. CA-SON-000506 (Prehistoric)
46. CA-SON-000511 (Prehistoric)
47. CA-SON-001645 (Prehistoric)
48. CA-SON-001646 (Prehistoric)
49. CA-SON-001682 (Prehistoric)
50. CA-SON-001688 (Prehistoric)

Eighteen of the forty-five sites were identified as noncontributing resources in the Salt Point State Park Archaeological District (NRIS #71000207):

51. CA-SON-000244 (Prehistoric)
52. CA-SON-000245 (Prehistoric)
53. CA-SON-000249 (Prehistoric)
54. CA-SON-000460 (Prehistoric)
55. CA-SON-000482 (Prehistoric)
56. CA-SON-000499 (Prehistoric)
57. CA-SON-000504 (Prehistoric)
58. CA-SON-000508 (Prehistoric)
59. CA-SON-000509 (Prehistoric)
60. CA-SON-000862 (Prehistoric)
61. CA-SON-000863 (Prehistoric)
62. CA-SON-001649 (Prehistoric)
63. CA-SON-001650/H (Prehistoric and Historic)
64. CA-SON-001660 (Prehistoric)
65. CA-SON-001661 (Prehistoric)
66. 49-003041 (Historic)
67. 49-003042 (Prehistoric)
68. 49-003044 (Prehistoric)

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Historic Period

69. CA-SON-000864H

One Noncontributing Site

Miller Gulch, Stump Beach site, circa 1870s

Photo 32

CA-SON-000864H is the archaeological remains of a possible historic building site [REDACTED].

Archaeological survey in 1976 and 1987 documented a mound of stone rubble in a large clearing that is possibly a chimney or foundation. Artifacts included broken green, aqua, blue, and clear glass fragments, window glass, porcelain, earthenware, and ceramic fragments, brown bottle glass, several bowl fragments, a square nail, and one brick fragment. The 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED] shows four buildings of unknown use in the vicinity of CA-SON-000864H. Archaeological evidence does not indicate definitive remains from that period associated with the timber industry or doghole port activities. Without sufficient evidence to connect CA-SON-000864H to Salt Point Landing, the site is a noncontributing resource.

70. CA-SON-001666H

One Noncontributing Site

Coastal Terrace, Walker Ranch/Homestead, circa 1940s-1970s

Photo 33

CA-SON-001666H is the archaeological remains of the Walker ranch/homestead located on the [REDACTED]. Archaeological survey in 1988 identified a site associated with Walker Ranch, a ranch business located at Salt Point just prior to the state's purchase of the land in 1968. The site included the remains of a house site, Jackson barn site, scattered lumber, bricks, sandstone blocks, and fence posts along with Eucalyptus trees planted as a windbreak. The buildings were removed shortly after Salt Point State Park was established. The land remains undisturbed and could contain buried cultural material. Material from the Salt Point Hotel may have been used in the construction of the residence. The last property owner prior to the state was the Walker family. While a building at this site is located on the 1878 U.S. Coast and Geodetic Survey T-sheet No. [REDACTED], archaeological evidence does not indicate remains from that period. Without sufficient evidence to connect CA-SON-001666H to Salt Point Landing, the site is a noncontributing resource.

Non-Historic Period

71-72. Maintenance Yard

One Noncontributing Building and One Noncontributing Structure

Salt Point State Park, circa 1970s

Photo 34

The Salt Point State Park-Woodside Campground Maintenance Yard is located [REDACTED]. The 1.5-acre area contains one non-historic building, two minor small sheds, and a paved asphalt lot. The building is constructed of wood, concrete, and steel measuring 85 feet long by 30 feet wide. The paved lot measures 330 feet long by 165 feet wide and is classified in this nomination as a structure. The building and paved lot have no

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association with the historical or archaeological context of the Salt Point Landing doghole port or the timber industry in general.

73. Entrance Booth
Salt Point State Park, circa 1970s

One Noncontributing Building
Photo 35

The Salt Point State Park-Gerstle Cove Entrance Booth is located approximately [REDACTED]. The 20 foot long by 15-foot-wide non-historic building constructed of wood, concrete, and steel that shelters seasonal park staff who provides information and assistance to visitors. It is not historic and has no association with the historical or archaeological context of the Salt Point Landing doghole port or the timber industry in general.

74-75. Gerstle Cove Campground
Salt Point State Park, circa 1970s

Two Noncontributing Buildings
Photo 36

The Salt Point State Park-Gerstle Cove Campground is located approximately [REDACTED] and not near any of the district's contributing resources. The roughly 4.0-acre area, consisting of thirty campsites, two restroom facilities and a paved road. The campground is not historic and has no association with the historical or archaeological context of the Salt Point Landing doghole port or the timber industry in general. The two restroom facilities, counted as buildings in the nomination, are not historic and are constructed of wood, concrete, and steel. They each measure 18 feet long by 15 feet wide. A portion of the campground is within the district boundary because the boundary bisects the area with the western side within the district and the eastern side outside the district.

76. Visitor Center
Salt Point State Park, circa 1970s

One Noncontributing Building
Photo 37

The Salt Point State Park Visitor Center is located approximately 1,700 feet southwest of Highway 1 [REDACTED]. The roughly 0.25-acre area, consisting of one non-historic building, measuring 40 feet long by 20 feet wide constructed of wood, concrete, and steel, and a small parking lot. The building has no association with the historical or archaeological context of the Salt Point Landing doghole port or the timber industry in general.

77. Upper Parking Lot
Salt Point State Park, circa 1970s

One Noncontributing Structure
Photo 38

The Salt Point State Park upper parking lot is located approximately 1,100 feet southwest of Highway 1 [REDACTED]. The roughly 0.50-acre area measures 200 feet long by 130 feet wide and contains an asphalt paved parking lot. The structure is not historic and has no association with the historical or archaeological context of the Salt Point Landing doghole port or the timber industry in general.

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78-79. Lower Parking Lot

One Noncontributing Building and One Noncontributing Structure
Salt Point State Park, circa 1970s **Photo 39**

The Salt Point State Park lower parking lot is located approximately 2,300 feet southwest of Highway 1, [REDACTED]. The roughly 1.0-acre area consists of a non-historic restroom facility and a paved asphalt parking lot. The restroom building is constructed of wood, steel, and concrete and measures 30 feet long by 20 feet wide. The parking lot measures 300 feet long by 130 feet wide. The building and structure have no association with the historical or archaeological context of the Salt Point Landing doghole port or the timber industry in general.

Current and Past Impacts

Despite impacts from human activities and natural events, Salt Point Landing Historical and Archaeological District retains all aspects of integrity. The anthropogenic impacts that occurred during the doghole port's active use are part of the maritime cultural landscape and show how the environment was shaped and altered to fit the needs of the community and businesses. Human impacts during the district's period of significance, as discussed in the physical description, contribute to the understanding how Salt Point Landing's geographic and natural resource advantages were capitalized on for its successful use. Natural impacts are unavoidable and minimal within the district.

Bramlette and Fredrickson (1990) determined that there are six main prior and ongoing impacts that may affect resources at Salt Point. The natural impacts are lateral erosion such as along the ocean side bluffs and slumping and sliding such as along a creek bank. The human impacts are public use from camping and illegal artifact collection, roads and trails, prior logging using heavy equipment, and vandalism. They do not include fires, both intentional and unintentional, as an impact, which can affect any and all of the land-based resources.

Human impacts since 1917 have affected the historic landscape and potentially the archaeological resources. Most of the impacts are a result of the area's modification needed to facilitate visitation as a state park. These actions did aim to limit adverse impacts to sensitive archaeological sites. Once the timber operations stopped and the chutes no longer loaded vessels in the cove, the region's focus was on ranching. Buildings and structures associated with the mill or landing would have been reused if possible or left to decay and eventually fall apart. Habitation and development at Salt Point has always been minimal due to the limited access to the coast by roads so the main impacts occurred when the area was purchased by the State of California in 1968 for a state park with resulting increased maintenance of Highway 1.

Public facilities for day visitors and overnight campers were first constructed at Salt Point State Park in 1970 with a visitor center constructed several years later out near the cliffs overlooking Gerstle Cove (*The Press-Tribune* February 25, 1970). Within the boundaries of Salt Point

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Landing Historical and Archaeological District, the park has three campgrounds, a picnic area, restrooms, several parking lots, paved access roads for cars, fire access roads, trails for hiking, mountain biking, and horseback riding as well as maintenance facilities. This infrastructure development had two types of environmental impacts, one during the construction and a second as a result of increased public use. Barclay and Young (1975) conducted a cultural resource study to assist with park development by determining the extent of adverse impacts on prehistoric and historic cultural resources. The 1970s is the period when the most development was done in the park. This study bases its knowledge about the status of known resources published by Pritchard (1969) and has a focus on the prehistoric resources with little information on historic period sites considered. A formal Salt Point State Park resource management and development plan was published in 1976. Park staff believed they were aware of the location of all known historical and archaeological sites at that time and development would attempt to avoid all known cultural sites (Humphrey et al. 1976). More recent archaeological surveys such as Douglass (2002), Delgado et al. (2018), and Harreld (2019) identified new sites and updated existing site trinomials with new features. These surveys focused on the identification of resources related to Salt Point Landing's use as a doghole port.

Known human impacts occurred with the establishment of two parking lots and the road leading down to the coastal bluff from Highway 1. The footprint of the road is small and did not have much of an affect as it follows the same path as the historic road shown in maps of the area from the 1870s. The upper parking lot measures 130 feet wide by 200 feet long and the lower parking lot measures 155 feet wide by 250 feet long. The upper parking lot is close to the Salt Point town center and [REDACTED]. Additional archaeology surveys are needed to determine the site's extent as the last work was done by Pritchard (1969). The lower parking lot and paved roads near the bluff intersect with [REDACTED] and [REDACTED]. [REDACTED], work by Delgado et al. (2018) found features associated with the chutes and the historic road network. Historian Richard Tooker visited Salt Point in 1965 and traced the tramway's path from the chute to the sawmill in Miller Gulch and recorded construction features prior to any impacts from the park development (Douglass 2002). The access road to the parking lots from Highway 1 [REDACTED] [REDACTED]. Only the edge of those sites may have been impacted by the road. The monitoring and resurvey of existing sites is providing new data not previously recorded when the sites were initially documented.

Highway 1, also known as the Coast Highway, runs through the district and portions of it follows the route of the historic coast road or other associated roads established in the nineteenth century to support Salt Point Landing. The connection between Jenner and Gualala was finished in 1920 and opened up the region to trucks, thus ending the need for doghole ports. California Department of Transportation (Caltrans) maintenance work such as paving may have impacted sites close to the road. Caltrans has an established cultural resource program and is mindful of compliance requirements while working within Salt Point State Park. Seven contributing resources close to Highway 1 were recorded in 1988 and 2001. Their historical location places them near Highway 1 and not directly under Highway 1.

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Integrity

The district's location within Salt Point State Park has provided protection from commercial and residential development and a reduction in artifact collection and overall site disturbance. The district conveys its significance through the integrity of the district.

Location

The district's location contains archaeological evidence of a system with different components all working together as one system and including cutting down trees, milling or working them into a product, moving materials with a transportation system to a landing, and utilizing trough chutes to load vessels for San Francisco and other markets around California. The doghole port also supported quarrying, ranch, and agricultural operations. The district's association with the historic timber industry and related uses is intact and visible through the location and relationship between resources. Historical maps and newspapers confirm the location and use of Salt Point as a doghole port within Sonoma County and even detail the location of the chutes, buildings, fences and structures during the 1870s and 1880s. All of the contributing sites are in their original location and test excavations at several archaeological sites revealed buried deposits of artifacts and intact materials directly associated with the doghole port. The contributing objects—the anchors—remain near the cove from which they are likely to have been illegally recovered.

Design

The district reflects the historic functional relationships of the doghole port with the logging camps, sawmill, transportation network, domestic and commercial entities, lumber chutes, underwater features, and maritime traffic. Salt Point's geographic advantages and environmental conditions allowed the export of products by water to San Francisco. The essential features of the doghole port's design centered on access to timber lands, suitability for sawmill and tan bark work, a landscape that permitted efficient transportation of material to the coast, terrain for a chute, and a cove that was big enough and provided enough protection for loading vessels. Archaeological remains convey the overall design of a doghole port.

Setting

The physical environment between Miller Gulch and Gerstle Cove provided the necessary attributes to make a successful landing. The four components of the district's setting were defined by geographic terrain: Upland timber lands; Miller Gulch sawmill complex near Miller Creek; Coastal Terrace where the flatter terrain facilitated constructing roads buildings, and structures; and Salt Point Landing the coastal bluff with water access. The spatial relationship between these setting components remains intact, and cultural materials reflect their original interconnection.

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Materials

The district retains the physical elements deposited or created during the area's use as a doghole port. The archaeological resources encompass structural and cultural material that have yielded and have the potential to yield information on the timber industry and more specifically doghole ports. Although the built environment is no longer extant beyond ruins, archaeological analysis provided information on historic materials or evidence of what those materials might have been prior to degradation or removal. Beyond the manmade, materials also include cutouts in tree stumps for stages, the documentation of rebates cut in the rocks, and leveling of the land for a roadbed. Archaeological analysis also provided information on the location, materials used, and construction attributes of the trough chutes along with design and path of the tramways connecting the chutes back to the sawmill or other timber sources.

Workmanship

The district retains integrity of workmanship through the archaeological evidence. While there are no intact contributing buildings or structures, workmanship can be evidenced by artifacts or the construction of the chutes out along the bluff. Great knowledge and skill were needed to build a chute perched out along the cliff with a long apron extending into the water for loading vessels. Workmanship is also evidenced by the extraction of timber and quarried sandstone.

Feeling

While archeological sites with less visible footprints may not convey the same integrity of feeling as a property with extant buildings or structures, the district's natural landscape communicates. The mooring hardware in the rocks, visible from the location of the trough chutes at the cliff edge, hints at the dangerous nature of loading vessels at a doghole port and the engineering logistics needed to design and build a chute. The environment in which loggers ventured into virgin forests and turned those trees into materials that built and fueled cities like San Francisco can be felt standing at Miller Creek. The difference between the two sides of Highway 1 is also striking. The marine terrace on the coastal side remains cleared, following early timber ventures and the removal of subsequent buildings and ranches. The more forested upland on the inland side are second growth areas.

Association

The district retains integrity of association as a doghole port and location of timber, quarrying, and ranching activities, conveyed through the archaeological evidence combined with historic maps and archival sources of information.

Previous Investigations

Archaeologists have conducted surveys of the land that became Salt Point State Park, including Salt Point Landing, since the early 1950s. Work continues through partnerships among federal,

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state, and local organizations along with university and nonprofit partners. The findings from these investigations informed resource descriptions and definition of the district boundaries. Important archaeological survey reports and management plans related to the Salt Point Landing Historical and Archaeological District are summarized below.

1952: Bauer (1952) recorded at least twenty-one archaeological sites in the Salt Point area with a focus on the prehistoric sites. His area of expertise was geography therefore little detail is given on the extent of the historic sites other than his observation during his survey work for this thesis on marine terraces from University of California Berkeley (Bauer 1952).

1969: California Department of Parks and Recreation (CA DPR) Archaeological Resources Section, in cooperation with the Salt Point Advisory Committee, conducted a pedestrian survey of the park and recorded forty-four archaeological sites or features. All accessible areas of the park were surveyed including the marine terrace along the beach from Wildcat Creek to Stump Beach, Miller Creek, three additional streambeds, and inland from 0.25 to 1.0-mile distance. Archaeological sites were categorized as historic features, shell middens, or lithic sites. Four historic features were identified with three of those dating from the last half of the nineteenth century and associated with stone quarrying or timber activities. The three sites pertinent to the Salt Point Landing Historical and Archaeological District are CA-SON-457 (4-Son-S9), CA-SON-487H (4-Son-51), and CA-SON-488H (4-Son-52) (Pritchard 1969).

1976: The Salt Point State Park Resource Management Plan and General Development Plan provided recommendations on the future management of resources within the park boundary based on an inventory of cultural and natural resources. The Department of Parks and Recreation report's analysis balanced resource protection while allowing recreation development for increased public access. The historical features known at Salt Point are tied to the sandstone quarrying, logging, and agricultural grazing; at the time their cultural significance had not fully been determined. The archaeological sites were centered along the terrace and grassland areas within [REDACTED] of the ocean. Those areas were marked as having the highest cultural value and deemed as sensitive to development due to the high occurrence of sites (Humphrey et al. 1976).

1990: Bramlette and Fredrickson (1990) conducted a large-scale archaeological resource study of Salt Point State Park with Sonoma State University to assist with a burn management plan. This work presents major revisions to previous surveys due to the presence of numerous additional unrecorded sites, sites being recorded several times as separate sites, mis-numbered or mis-plotted sites, and incomplete documentation. The focus of the work was the coastal strip and open ridgetop with only moderate coverage of the lower slopes. The team recorded 139 resources that included 108 prehistoric loci, six prehistoric/historic resources, and twenty-five historic late nineteenth century resources. The historic remains included lumbering activities at Fisk's Mill (sawmill and horse railroad), foundation stones, glass, and ceramic artifacts from homesteads, and block from the stone quarry. The report concluded each site is potentially significant and should be protected from the effects of burning activities. A table of site information is provided in the 1990 report with insufficient detail provided to determine if one is

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associated with the Salt Point Landing doghole port time period (Bramlette and Fredrickson 1990).

2002: Douglass (2002) completed a Master of Arts in cultural resources management from Sonoma State University and synthesized the historical context and archeological resources related to Miller's sawmill in Miller Gulch. His work included a summary and reanalysis of many archaeological sites in Salt Point State Park as they relate to Miller's sawmill. He discusses more recent surveys and excavations of several of those sites by Sonoma State University which increased greatly the level of knowledge known about the timber industry at Salt Point including the use of the landing as a doghole port (Douglass 2002).

2018: Delgado et al. (2018) conducted a comprehensive terrestrial and underwater survey of fourteen doghole port landing sites in Sonoma County. Fieldwork completed in 2016 and 2017 by CA DPR and the National Oceanic and Atmospheric Administration (NOAA) Office of National Marine Sanctuaries (ONMS) included work at Salt Point Landing. Project goals were to better understand the overall maritime network and infrastructure required to move materials to and from the Redwood Coast and assist NOAA with its National Historic Preservation Act Section 110 responsibilities. The focus of the work at Salt Point Landing was the coastal bluff where the lumber yard and trough chutes once stood. New features located underwater as well as on land had not been recorded during past fieldwork. The site record for CA-SON-248/H was updated and two anchors were recorded, no trinomial assigned (Delgado et. al 2018).

2019: Harreld (2020) completed an underwater diver survey of Gerstle Cove and surrounding shoreline in July 2019 with a focus on materials associated with Salt Point Landing. He and his team of avocational archaeologists and scientific divers located twenty-two features related to the use of Salt Point Landing for quarrying and timber activities as well as the general maritime trade that frequented the cove. A trinomial has not been assigned yet that covers Harreld's work although some of it falls within the boundary of CA-SON-248/H. For this nomination his site is referenced as Harreld-2019 and encompasses the submerged area of Gerstle Cove [REDACTED], an area roughly 2.0 acres in size. The project is a partnership between the University of California Davis Bodega Marine Laboratory and California Department of Parks and Recreation.

Resource Management

Salt Point Landing Historical and Archaeological District lies within Salt Point State Park with its waters also within Salt Point State Park, the Gerstle Cove State Marine Reserve, and Greater Farallones National Marine Sanctuary. Salt Point State Park is managed by California's Department of Parks and Recreation and was designated in 1968. The park covers 5,970 acres with 6.0 miles of rough, rocky coastline. The multi-resource park is important for its cultural and natural history, geology, and wildlife both on land and underwater. Its campgrounds and twenty miles of trails connect visitors to the beautiful land-sea interface. Ample recreational opportunities are available within the park including camping, hiking, fishing, horseback riding, kayaking, and skin and scuba diving. It is illegal to remove, injure, disfigure, deface, or destroy

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any object of archaeological or historical interest or value in a California State Park (California Code of Regulation 4308).

The district's underwater resources are within Salt Point State Park and managed by the State of California. Historic shipwrecks and other submerged archaeological sites within California state waters are overseen by the California Department of Parks and Recreation, California State Historic Preservation Office, and California States Lands Commission. Archaeological resources are protected under California Public Resources Code sections 6309, 6313, and 6314 and California Code of Regulation 14 CCR § 929. The waters off Salt Point State Park at Gerstle Cove are also within the Gerstle Cove State Marine Reserve as well as the larger Salt Point State Marine Conservation Area. These marine managed areas, under the auspices of the California Department of Fish and Wildlife, were designated in 2009 to protect living marine resources. Within the Gerstle Cove State Marine Reserve it is unlawful to injure, damage, take, or possess any living, geological, or cultural marine resource such as finfish and abalone. The regulations do not include provisions related to the management of historical or archaeological resources. The Gerstle Cove State Marine Reserve has its roots back to the Gerstle Cove Ecological Reserve (under the State Marine Life Refuge System) and Salt Point Underwater Park that was first designated in 1971 (California Marine Sanctuary Foundation 2020; California Department of Fish and Wildlife 2020).

The waters off Salt Point Landing are also co-managed with Greater Farallones National Marine Sanctuary. The federal marine managed area is part of a system of fourteen National Marine Sanctuaries and two Marine National Monument managed by NOAA's Office of National Marine Sanctuaries. Designated in 1981 as the Gulf of the Farallones National Marine Sanctuary, GFNMS originally encompassed 1,279 square miles just north and west of San Francisco Bay. In 2015, the ONMS expanded GFNMS north and west of its original boundaries to encompass 3,295 square miles, changing its name from Gulf of the Farallones National Marine Sanctuary to Greater Farallones National Marine Sanctuary. The sanctuary protects open ocean, nearshore tidal flats, rocky intertidal areas, estuarine wetlands, subtidal reefs, and coastal beaches within its boundaries. Sanctuary regulations prohibit possessing, moving, removing, or injuring, or attempting to possess, move, remove, or injure a sanctuary historical resource (GFNMS 2020).

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☒ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

MARITIME HISTORY

COMMERCE

TRANSPORTATION

ENGINEERING

ARCHAEOLOGY: HISTORIC-NON-ABORIGINAL

Period of Significance

1853-1917

Significant Dates

1854

1912

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Salt Point Landing Historical and Archaeological District is eligible for the National Register of Historic Places at the state level of significance under Criterion A in the areas of Maritime History, Commerce, Transportation, and Engineering for its association with the California timber trade and maritime commerce through the use of the area as a doghole port. The district is also eligible at the state level of significance under Criterion D in the area of Archaeology: Historic–Non-Aboriginal as a property which has yielded and has the potential to yield information important to the understanding of the doghole port network and its role in maritime trade. As a property type in Sonoma County, California associated with the doghole ports transportation network including maritime commerce and the lumber industry, the district meets the registration requirements of the Northern California Doghole Ports Maritime Cultural Landscape Multiple Property Submission. The period of significance begins in 1853 when the area was settled and closes when the chute was abandoned in 1917 and vessels no longer loaded products at the doghole port.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Salt Point Landing was a busy and well-known location along the coast for ship's captains both as a place of refuge and as a doghole port with a supporting community. The landing had year-round vessel traffic due to good moorings and protection from winds and swells. Products—loaded onto vessels using a system of chutes running down from the cliff sides and shipped to ports such as San Francisco—were diverse in nature, from produce to stone and timber. While the most active years for Salt Point Landing were between 1853 when the area was settled by Joshua Hendy and Samuel Duncan and 1876, the operational timeframe continued well into the twentieth century as the industry adapted to changing market demands and technology advancements (Porter 1982). Steam schooners replaced sailing schooners for more efficient means of transport and new markets in southern California ports for timber products, such as railroad ties, opened up to support railroad infrastructure projects. During fifty-eight years of activity—from the first known shipment of timber products by a vessel in April 1854 until the last known loading of timber products onto a vessel in December 1912—over one hundred individual vessels transported cargoes to ten ports along the California coast.

Criterion A: Maritime History

Without the maritime component, Salt Point Landing would not have been established as a place for timber operations and other pursuits. The engineering feat of using lumber chutes were essential as there was no land-based way to transport large quantities of material on a commercial scale out of the area. The businesses relied on vessels as the last link in the chain to deposit the lumber or other commodities at larger ports including San Francisco for sale or transshipment. As the industry became more mechanized and efficient the types of vessels that

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frequented Salt Point Landing evolved from sailing schooners to steam schooners. The evolution of vessel design matched the advancements in the industry. Doghole ports supported the maritime trades and are included in the maritime history of exploration, navigation, and use of coastal and deep-sea waters.

Criterion A: Commerce

The district retains integrity to be identified as a doghole port and is connected to the larger network of commercial enterprises who utilized the doghole port as a means to move their products from source to market, mainly the timber industry. Salt Point Landing was an integral part of the commercial enterprises that operated within Sonoma and Mendocino Counties with a main focus on the timber business as well as other goods, services, and commodities. Without these doghole ports and their chutes along the coast there would not have been an outlet for commercial success and longevity. The district encompasses archaeological sites that are remains of the commercial activities that revolved around Salt Point Landing, namely quarrying, ranching, and the timber industry. The movement of products from Salt Point Landing to larger markets such as San Francisco contributed to the growth of the state and development of the commercial trade network.

Criterion A: Transportation

The district is part of the larger doghole port transportation system that used the chute system to transfer goods, materials, and people from shore to waiting vessels for waterborne movement. Salt Point Landing is one of fourteen landing sites in Sonoma County (with an additional forty-three landing sites in Mendocino County) that comprise the Northern California doghole port operations. The transportation of materials from sawmills, timber lands, quarries, and ranches around Salt Point to the shore-side landings required a network that used a system of skid roads, railways, tramways, and traditional roads. Businesses relied on a transportation infrastructure that was also dependent on vessels therefore expanding the transportation avenues from land to sea. Coastal and steam schooners supported Salt Point Landing's success. The district demonstrates, through its contributing resources, the transportation requirements necessary to move materials within the isolated Northern California coast before roads and railroads reached the communities.

Criterion A: Engineering

The adaptation and alternation of the landscape combined with the design, construction, and use of trough chutes to load vessels off Salt Point in an area not suitable for the traditional construction of piers and wharfs. Designers utilized the environment's natural geographic layout of the land, coast, and underwater terrain to engineer two trough chutes at Salt Point. These unique engineering techniques served the needs of the timber industry as well as the surrounding quarry, ranches, and farms. Businesses and the community utilized the doghole port at Salt Point Landing for commerce, transportation, and communication. The district demonstrates the engineering characteristics needed to operate a doghole port and demonstrates its connection to

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the larger doghole port network through a comparison of historical records and archaeological remains among other doghole ports along the coast.

Criterion D: Archaeology: Historic–Non-Aboriginal

Archaeological resources indicate how the doghole port and its infrastructure (chutes and transportation network) were used to support local industries and the San Francisco market. The variety of documented archaeological resources provide evidence of the doghole port's use and the extent of the infrastructure needed from logging camp to lumber chutes. In the absence of historical photographs depicting Salt Point during its time as a doghole port (one has been located of the Salt Point Hotel and one of Miller's sawmill), the archaeological remains are the only way to better understand the breadth of activities that took place. The chute system was a unique adaptation to work with the natural landscape to load vessels in otherwise inhospitable coves. As no intact lumber chutes are extant and little historical material exists on their history, the archeological remains are the only way to study how the chutes were designed, built and operated and how they fit into the larger doghole port system. Terrestrial archaeological remains present within the district include evidence of a sawmill and associated structures, domestic and commercial buildings and structures, and landscape alteration to support the timber and chute operations. The lumber chute remains span the land sea interface with features located on land, along the shore, and underwater. Other archaeological remains include those from historic shipwrecks that sank at Salt Point Landing and evidence of the granite quarrying that occurred alongside the timber operations. Shipwrecks may yield information about vessel design, use, and adaptation, cargo transport, shipboard life, and wrecking events not yet captured in the historical record. The archaeological information from Salt Point Landing demonstrates how the landscape affected the design and longevity of a doghole port. Through the maritime cultural landscape approach, archaeological remains may also reveal the interconnectedness of man and natural world and the utilization and impact on the environment during the heyday of the lumber industry in Sonoma and Mendocino Counties.

Archaeological Potential

Archaeological survey and research continue in the district. The level of survey and documentation varies from site to site from cursory visual surveys to limited test excavations with artifact collection. No full excavation of any of the sites has been conducted. Most fieldwork and analysis, besides that covered in Douglass (2002), has not looked at the full variety of sites and determined the relationship between them and between the larger Salt Point doghole port system. The greatest importance of the contributing resources within the district is the interconnected nature of their history, location, and use as well as the features and artifacts present at the archaeological sites. This nomination has compiled all of the known archaeological sites associated with Salt Point Landing to demonstrate the complex nature of the doghole port system and how the components functioned together to support the overall timber industry and other businesses. The extent of the maritime cultural landscape is also just starting to be explored so this district functions as a case study in utilizing that approach to holistically view and interpret important places of the past.

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Salt Point Landing Historical and Archaeological District's contributing resources have yielded and are likely to yield information important to history. The information potential within the district is vast as sites can be resurveyed with a new focus on research questions that pertain to the doghole port activities. The quarry site is one of the sites with the most archaeological potential as no formal archaeological survey has been conducted to document the resources and determine its overall extent. The potential of submerged remains is of note as a systematic marine remote sensing survey has not been conducted off Salt Point to determine the extent of the archaeological features located underwater.

A sample of research questions, which can be explored through past and future archaeological fieldwork and analysis, are as follows. These questions are not based on a singular site, feature, or artifact, rather they have developed based on the looking at the area in a larger sense to focus on Salt Point Landing's use as a doghole port.

- How do the archaeological resources at Salt Point Landing compare with other doghole ports in Northern California?
- Have all the archeological resources associated with Salt Point Landing been identified?
- How are the remains at one site different or the same as another site? Are similar artifact assemblages or site characteristics present?
- How do the historical maps and photos compare with the actual remains?
- What is the condition of the sites as a whole in comparison to previous years?
- Is there any evidence of anthropogenic impacts and what are the current threats to the sites?
- What additional efforts can be taken to better protect and interpret the sites?
- What submerged archaeological resources are located within Gerstle Cove?
- Is there any evidence of shipwrecks or other cultural material in Gerstle Cove?
- If so, what are the extent and characteristics of those remains?
- Is there evidence of salvage or other anthropogenic impacts to submerged remains?

Comparative Analysis

No similar properties have been determined eligible or listed on the National Register of Historic Places. Twenty-five properties in Sonoma and Mendocino Counties have a connection to a doghole port (with a period of significance roughly between 1860 and 1940) including association with the lumber industry. None of them contain such a diversity of resources within one property. None of them include the combination of terrestrial and submerged resources related through a doghole port. Mendocino and Headlands Historic District and Arena Cove Historic District each encompass an area along the coast, including historic buildings. The districts do not include any archaeological resources, remains of chutes/piers, or other submerged features, so are listed only under Criterion A. Both district nominations include a general historical context for maritime activity and mention the timber industry, without making a larger connection between the land and sea. They also do not approach the district as a maritime

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cultural landscape to better understand human interaction with the environment. Four properties that coincide with the location of a doghole port are listed on the National Register—Fort Ross (NRIS #66000239), Fort Ross Commander's House, (NRIS #70000150), Duncan's Landing Site (NRIS #71000206), and Salt Point State Park Archaeological District (NRIS #71000207)—focus on the native Kashia Pomo archeological sites or those associated with the Russian-American Company and do not include historic American period resources associated with a doghole port. Twenty-five previously listed properties related to a doghole port are listed alphabetically within each county.

Mendocino County

Ford, Jerome B., House (NRIS #10000394)
Getchell, O. W., House (NRIS #80000819)
Manchester Schoolhouse (NRIS #79000499)
Mendocino and Headlands Historic District (NRIS #71000165)
Milano Hotel (NRIS #78000720)
Navarro (NRIS #9001089)
Olinsky Building (NRIS #95000995)
Point Arena MPS
 Arena Cove Historic District (NRIS #90001363)
 Buckridge Ranch House (NRIS #90001359)
 Gillmore, E. P. and Clara, House (NRIS #90001355)
 Groshon, Sid, House (NRIS #90001356)
 Hofman, Charles, House (NRIS #93001022)
 Hoyt-Scott House (NRIS #90001354)
 Italian Hotel (NRIS #90001361)
 Iverson House (NRIS #90001353)
 Ketchum, Billy, House (NRIS #90001358)
 Main Street Historic Commercial District (NRIS #90001364)
 Morse, LeGrand, House (NRIS #90001362)
 Palmer, Annie, House (NRIS #90001357)
 Point Arena Light Station (NRIS #90002189)
 St. Paul's Methodist Episcopal Church (NRIS #90001366)
Palace Hotel (NRIS #79003458)
Point Cabrillo Light Station [Light Stations of California MPS] (NRIS #91001092)
Weller House (NRIS #76000499)

Sonoma County

Knipp and Stengel Ranch Barn (NRIS #87000005)

Introduction

While Salt Point Landing has a long association with the Kashia Pomo it was not until the arrival of the Russian-American Company at Fort Ross in 1812 that the region's importance was beginning to be better understood. The exploitation of natural resources, including the timberlands, along with utilization of the land for ranching and farming put Northern California

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on the map for commercial opportunities. After the Russian period (AD 1812-1841 under the Russian-American Company) and Mexican period (AD 1841-1851 under John Sutter and William Otto Benitz), Salt Point Landing became one of the key doghole ports within the growing United States economy starting in 1853 with the first export of timber products from the area by using vessels. This marks the beginning of Salt Point Landing Historical and Archaeological District's period of significance. The district's period of significance end date of 1917 reflects the doghole port's last year of use shipping out timber products before abandonment. This historic period is most relevant to the significance of Salt Point Landing Historical and Archaeological District. Salt Point Landing's last private owner, William Walsh purchased the property in 1881 and his descendant continued their ownership until the State of California acquired the property in 1968 for a state park. The focus of this nomination and basis for the district's boundaries is the American period starting in 1853 which is tied to the ranching, lumbering, quarrying, and agricultural pursuits focused on the waterborne shipment of material for export till 1917.

Salt Point, as a place name, first appears in California newspapers in 1851 within a Sacramento newspaper article related to a Christmas dinner speech by resident J.R. Sanger. The first mention in a San Francisco newspaper dates to April 1853 within an advertisement for the auction of Albion Ranch. It connects Salt Point to the easy procurement of salt as well as easily obtainable Indian labor (*Sacramento Transcript* January 6, 1852; *Daily Alta California*, April 23, 1853). The next few articles focus on Sonoma County's political news concerning the election of judges and inspectors. It would only be a few years later that Salt Point would be a frequent entry in the shipping intelligence or marine news for its association with the timber trade.

Joshua Hendy, Samuel Duncan, and Alexander Duncan (1853-1860)

After several years of land disagreements and negotiations in the courts between the Mexican government and early settlers with unrecognized land claims in Sonoma and Mendocino Counties, the land was divided into large ranchos through land grants. The Mexican government was pushing for the settlement of their territories after the departure of the Russian-American Company's settlement at Fort Ross. In 1846, Ernst Rufus (1810-1887), William Otto Benitz (1854-1911), Frederick Hugal (ca 1810-post1849), and Henry Hegeler received a Mexican land grant to a five square league track of land just north of the Muñiz Rancho, known as the German or Hermann Rancho. This strip of coastal land between the mouth of the Gualala River and Ocean Cove included Salt Point. In addition to constructing a house and several Indian dwellings, the group grew grain, built a horse and cattle ranch, and a grist mill. By 1849, the ranch supported 850 head of livestock (Douglass 2002; Porter 1982). Early uses for the land centered on having open coastal access for grazing animals and not the viability for timber production. This would change quickly as business realized the profitability of selling lumber to the San Francisco markets after the Gold Rush boom (Porter 1982).

Additional land disputes and negotiations in the courts ultimately put the northern part of the German Rancho under the ownership of Benitz and Charles Meyer. Joshua Hendy and Samuel M. Duncan (ca 1823-1875) received the southern part of the rancho, including Salt Point. In the

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spring 1853, Hendy and Duncan moved mill machinery they acquired from Blumedale Sawmill and Lumber Company, located at present day Freestone, to Miller Gulch only a few miles north and inland of Salt Point Landing. It is believed that this was the first steam sawmill machinery located in Salt Point Township. In 1854, the steam engine was enlarged to sixteen horsepower and increased its capacity from 5,000 feet per day to 12,000 feet per day. Hendy sold off his ownership shares a year later to Samuel's brother, Alexander (ca 1820-1903), and the Duncan brothers continued to run the mill until January 1860 (Muno-Fraser 1880:379; *Sonoma County Journal*; August 25, 1855).

Samuel and Alexander Duncan were both born in Ireland and spent a decade in Louisiana's timber lands before coming to California in 1850. They became the most established lumberman in Salt Point Township and by December 1859, Samuel Duncan owned 5,509 acres of real estate on the southern part of the De Herman Rancho (*Sonoma County Journal* December 2, 1859; Rudy 2015:27). The brothers cut 30 million feet of lumber during their time at Salt Point and established a town to support their venture (Muno-Fraser 1880:379). An 1861 patent plat map for the Rancho German depicts a sawmill at the confluence of Miller (Big Gulch) Creek, a prairie, and the road to Bodega. It also shows several houses including one labeled "Duncans house" and agricultural fields at Salt Point (Porter 1982).

The decade from 1850 to 1859 begins the long history of Salt Point as a doghole port and supplier of timber products. Teams of oxen dragged the timber products down the gulch from the Duncan's mill over corduroy or skid roads to the landing at Salt Point. Due to the distance, two separate settlements supported the operation; a camp for the millworkers at the mill site and a second one near the water to service the landing. Instead of a chute, vessels were loaded with a wire and sling that lowered material down the cliff face (Rudy 2009:22, 57).

The first report of a vessel, the schooner *Excel*, departing San Francisco for Salt Point is dated March 12, 1854 (*Daily Alta California* March 13, 1854). The first account of a vessel arriving at San Francisco from Salt Point with timber products was the schooner *Mary Reed* with 38,000 board feet of lumber on April 20, 1854. The trip took twenty-four hours, and the cargo was consigned to Neefus & Tichenor (*Daily Alta California* April 20, 1854). Within the ten-year period twenty-eight different vessels, twenty-six schooners and two brigs, brought wood, lumber, railroad ties, stone, and produce from Salt Point to San Francisco as well as Sacramento, San Pedro, and Vallejo. There were ninety-seven known total trips with ten hours as the shortest time and fourteen days as the longest time. The timber products, wood, lumber, and railroad ties made up the majority, eighty percent, of the cargos. Vessel carried from thirty-five to sixty cords of wood and up to 100,000 board feet of lumber at a time. A history of Salt Point from 1877 stated that during the Duncan Brothers time the shipping point, "was once a place of considerable business importance" (Thompson 1877a:100).

Newspapers recorded seventeen individuals or companies as the receivers of the cargoes with the most frequent customer being the companies associated with Henry Baldwin Tichenor, J. Firman Neefus, or Robert G. Bixby (Byxbee). The men were owners of a very successful lumber business who received fifty-one percent or fifty trips from Salt Point Landing between 1850 and

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1859. The company name included H.B. Tichenor, H.B. Tichenor & Co., Tichenor & Co., Neefus & Tichenor, and Neefus & Co. The second most frequent buyer of Salt Point's shipments, fifteen percent or fifteen trips, in the same time period was to J.J. Felt (also referred to as J.J. Felt & Co.). The remainder of the customers were not listed, listed as "to order," the vessel's master, or other individuals and smaller companies. Historical records do not indicate how the timber products and other items were moved from shore to the vessels at this time, likely by a chute, derrick, or pier.

San Francisco's waterfront was a center for receipt and shipment of timber products. There was a balance between keeping enough supply on hand for local use and re-shipping products throughout California, the United States, and abroad. In 1858, 32 lumber business and four sawmills were listed in the San Francisco city directory (Langley 1858:318). Several large merchant names are associated with the lumber trade in the 1850s and those included Henry Baldwin Tichenor and J. Firman Neefus who received a large amount of material for their business from Salt Point Landing. The 1858 San Francisco city directory lists them as partners in Neefus & Ticheor, purveyors of lumber and owners of the San Francisco Dry Dock, with offices at Stewart near Folsom (Langley 1858: 213). They were very successful commission merchants with ties to New York shipping houses. When Neefus retired in 1858, Robert G. Bixby (Byxbee) partnered with Tichenor and they solely focused on the coastal lumber trade. They were known as one the largest and most important lumber dealers in San Francisco. The company's holdings included interests in timber lands, mills, and lumber vessels within California and the Pacific Northwest. They owned a marine railway for ship building and repairs, were involved in the construction and operation of Los Angeles and San Pedro Railroad and sold lumber to ports in Mexico and the Sandwich Islands (Phelps 1881:401). Lumber vessels departed Salt Point Landing every few weeks throughout the 1850s with loads from 40,000 to 100,000 board feet of lumber and a few cargoes with cords of wood for Neefus and Tichenor (Porter 1982:7). H.B. Tichenor & Company was still in operation into the 1880s and specialized in redwood lumber, railroad ties, and shingles.

J.J. Felt, a carpenter, lumber dealer, and merchant, was also a San Francisco businessman connected to Salt Point Landing in the 1850s. He, like other dealers, had a stake in several mills along the coast as well as lumber trade vessels. In 1851, Felt built the first lumber mill in the Pacific Northwest at Apple Tree Cove (*Daily Alta California* April 24, 1882). His knowledge about the inner workings of the trade and ownership stake in several vessels allowed him to excel in the business with a supply of timber products from doghole ports.

Sandstone Quarrying (1855-1868)

To supplement the timber business and expand their property development, Hendy and Duncan and then the Duncan Brothers leased out a portion of the land for \$2,500 to a San Francisco stone company to quarry sandstone. In 1855, Charles B. Grant, Philip Hinckle, and Joseph Corliss began quarrying at several locations along the coastal bluffs, an operation that continued for thirteen years (Douglass 2002). Their contract allowed the exclusive rights to quarry stone on any part of the ranch and built a wharf or pier for its shipment. It also permitted timber to be cut

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and used for the operation as well as occupation and cultivation of ten acres by the quarrymen (Porter 1982:7). There is indication that during the time Hendy and Duncan owned the ranch and timber business they may have employed Kashia Pomo as workers. The 99-year lease for quarrying did not allow the stone company to interfere with the mill business or any of the native Americans employed by Hendy and Duncan living on the property. "The prohibition against 'interfering' with them may have reflected a concern with preventing the harassment of natives or may have been invoked to ensure that a cheap labor source would not be lost to quarry employment" (Douglass 2002:28).

Salt Point's landscape is full of visible sandstone rock formations, a common feature along the Sonoma coast between Fort Ross and Stewarts's Point. The proximity of the San Andreas Fault makes the geologic conditions favorable for easily accessible sandstone suitable for quarrying. The marine terrace has been uplifted by tectonic activity making the once underwater sea stacks above the water on land (Sloan 2010). Between 1855 and 1861 there were sixteen trips of vessels transporting stone from Salt Point Landing to San Francisco for C.B. Grant (also referred to as Grant & Co. or B. Grant & Co.) or Mare Island for the construction of the Naval shipyard. Thirteen different vessels carried a cargo of 50 to 290 tons each. The stone arriving in San Francisco was used in the construction of streets and buildings. The 1860 U.S. Census indicated four stone cutters resided in Salt Point Township (Porter 1982). Quarrying methods were the same as those used in other quarries. Men drilled into the rocks and used wedges or feathers to split them into smaller pieces suitable for transport. The blocks were moved by horses or oxen to the cliff side where derricks and swing booms took over the work. By 1856, there was a floating wharf at Salt Point Landing to stage the stone and assist with loading the vessels (*Daily Alta California* May 28, 1856; *Daily Alta California* June 5, 1856).

The most famous use for Salt Point stone was for the construction of the Mare Island Naval Shipyard. Charles B. Grant, a stonecutter and yard owner from San Francisco, was part leaser of the Salt Point land for quarrying. His name is tied to the contracts to supply stone for Mare Island and was criticized in 1862 for delivering \$40,000 worth of stone at \$6.00 per foot to the government that was just sitting in the yard and not being used. The newspaper article tied this overcharging to Mare Island's commander officer being sympathetic to the South as Grant was a pro-Confederate contractor (*Solano County Herald* May 3, 1862; *Daily Alta California* May 9, 1862). Despite the record of additional shipments of Salt Point stone leaving the landing after 1861, C.B. Grant continued to advertise for Salt Point stone and those from his other quarries on Angel Island and at Folsom through 1864 (*Daily Alta California* January 10, 1864).

Salt Point stone was desirable for San Francisco projects due to its beauty, strength and fire-retardant properties. In 1860, a newspaper article described the upcoming construction of a four-story large hotel and theater on Montgomery Street and Bush Street made from Salt Point stone. It was said to be the largest hotel on the Pacific Coast built at that time (*Marysville Daily Appeal* December 12, 1860; *Placer Herald* December 15, 1860). In 1861, a contract was issued to J.J. Blanchard to pave the street crossings of Commercial Street and Samson Street and additional crosswalks as necessary with Salt Point stone at \$0.92 per linear feet. If he chose to use granite the cost was \$1.00 per linear feet. The city would probably have preferred the cheaper cost, a

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smart marketing move on the stone suppliers who set their cost just below that of granite (*Daily Alta California* February 2, 1861). Samuel Duncan bought back the 99-year lease from the quarrymen in 1868 and ended the export of sandstone from Salt Point Landing (Douglass 2002).

Time of Transition (1860-1870)

In 1860, after the easily accessible timber was cut down, the Duncan Brothers moved their mill to the south bank of the Russian River, near present day Bridgehaven, and then eventually to Duncans Mills. They used the doghole port of Duncans Mills Landing to ship out their products and continued to utilize the transportation network to move products by vessel to San Francisco as they had done at Salt Point (Douglass 2002). While at Salt Point, the Duncan Brothers mill produced 30 million board feet of lumber with an average of 5 million board feet per year (Lewis Publishing Company 1889). Upon their departure from Salt Point they did not sell their land, rather they leased it to continue to hold a stake in the developing coastline. They owned a sixth of the German Rancho, a valuable asset to hold covering ten miles of productive and profitable lands. An 1866 map of Sonoma County depicts a quarry at Salt Point with an anchor in the cove indicating a good anchorage for vessels. It lists S.M. Duncan as the owner of the land within the German Rancho at Salt Point (Bowers 1866).

The Duncans leased a portion of their land to John Colt Fisk (1825-1895). Fisk focused his efforts around Fisk Mill Cove, the next doghole port two miles to the north of Salt Point Landing named Fisk's Mill Landing. Fisk's lease gave him access to 300 acres of land to setup his mill and landing with a chute. Samuel Duncan received \$400 per year and \$1.00 per 1,000 board feet cut (Porter 1982:10). M. Frederick Helmke (1830-1909) purchased Fisk's leased land from Duncan in 1865 and continued and expanded the timber operations.

The ten-year period between 1860 and 1870, after the Duncan Brothers departed, do not have clear records concerning who continued to run Salt Point Landing besides the quarrymen. Lease agreements have not been located indicating who controlled and profited from the continued milling of timber and loading of vessels in the cove (Porter 1982:13). The only identified sawmill near Salt Point Landing at this time was that of Fisk and Ross & Weber. Ross & Weber's was located on a coastal ridge 3.0 miles southeast of Salt Point on Dichoatha Creek, later known as Stockhoff Creek. Its lumber was shipped out through Timber Cove Landing (Douglass 2002:29). Bowers 1866 map only shows those two mills and none closer to Salt Point (Bowers 1866). Newspapers indicate that there was still considerable activity with fifteen different vessels making sixty trips to San Francisco and Sacramento from Salt Point Landing with cargoes of tanbark, fence posts, rails, and pickets, lumber, railroad ties, wood, and shingles. In 1867, the schooner *Long Island* delivered ten barrels of whale oil and whaling gear on behalf of the captain to San Francisco as well. A majority of the trips, twenty-one of them or thirty-five percent, have cargoes identified as "to order" with the recipient not listed. Another twenty-one trips went to E. Higgins or E. Higgins & Co. The remaining eighteen trips are for a variety of individuals and companies. The 1865 San Francisco city directory lists forty-two lumber businesses and nine sawmills who could have received shipments from Salt Point Landing including E. Higgins (Langley 1865). San Francisco wood and lumber dealer Elisha Higgins

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began his business in the early 1860s and by 1870 partnered with George H. Collins to form Higgins & Collins, one of the powerful lumber companies of the time (Douglass 2002:55). His Salt Point cargoes were almost all comprised of wood which may have been sold to factories and businesses around San Francisco including tanneries.

Funcke & Wassermann and Lewis Gerstle (1870-1881)

Samuel and Alexander Duncan sold the Salt Point land holdings, 3,156-acres in the southern portion of the German Rancho, on November 1, 1870 to Frederick W. Funcke (1831-1880) and Lewis Gerstle (1824-1902). They in turn named it Salt Point Ranch. The men were closely associated with a San Francisco tannery, Funcke & Wassermann, also linked to several other influential companies including the Alaska Commercial Company (previously the Russian-American Company until the sale of Alaska to the United States by Russia). In the same year as the acquisition of Salt Point, Funcke and August Wassermann, a tanner and furrier, secured a nine million dollar exclusive twenty-year contract to harvest seal skins from the Pribilof and Aleutian Islands off Alaska (Douglass 2002). The tannery needed a large supply of tanbark from tan oaks for processing skins and cow hides and Salt Point was one of the main sources. The land also provided cord wood or firewood to run steam powered tannery equipment. Due to the large demand, Salt Point could not supply enough material on its own and other doghole ports such as Fort Ross, Fisk's Mill, Stewart's Point, and Stillwater Cove also served as shipment points for the industrial scale tannery business. For an eleven-year period, associated closely with the tannery business, Salt Point Landing had the most activity with vessels departing regularly for San Francisco.

During the 1870s there were four San Francisco based companies who had a large stake in Salt Point Ranch, Alaska Commercial Co. (buyer of hides, wool, furs, and tallow), Louis Sloss & Co. (buyer of hides, wool, furs, and tallow), A. Wassermann & Co. (dealer of hides, fur, and wool), and Funcke & Wassermann (later Funcke & Co.) (tannery). While small scale tanning operations existed from the time of the Spanish and then Russians at Fort Ross through the nineteenth century, San Francisco's booming economy and population growth after the Gold Rush and Civil War spurred on larger tanneries to take hold of raw materials like tan oak from Sonoma and Mendocino Counties that were necessary for the trade. In 1875, San Francisco had six large and fifteen small tanneries with local butchers supplying a great number of the cow hides. By 1882 there were forty-three tanneries in the city employing 340 people with a value of \$1,729,000. At least 75,000 animals were killed per year with the hides sold to tanneries like Funcke & Wassermann for processing into leather and then local distribution or shipment to the East Coast cities (Porter 1982). Funcke & Wassermann's tannery might have been the main reason for the purchase of Salt Point for its tan bark supply. Douglass (2002) also contends that Sloss and Gerstle used the resources present on the property to support the Alaska Commercial Company's sealing operations on the Pribilof Islands. The employees out in the field in Alaska needed supplies and Salt Point may have contributed those needs by providing firewood and lumber for buildings. Trees were not prevalent on the islands and wood was a scarce commodity (Douglass 2002).

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Funcke and Gerstle had Salt Point Ranch officially surveyed in 1871 listing Funcke & Wassermann as the owners. Within a year of their ownership records showed a saloon and blacksmith shop and several other buildings that were re-used from the earlier ranch, timber, and quarry days. For a period of two years, from 1868 to 1871, there were no documented trips by vessels from Salt Point Landing, so the Funcke & Wassermann revitalized the doghole port and expanded the timber operations including building a trough chute for loading vessels in the cove. There are no historical records detailing the construction or details of their chute other than its location. During 1871, the first full year of business under Funcke & Wassermann, seven different vessels made thirty-two trips from Salt Point Landing to San Francisco with wood, fence posts, tan bark, and barrel staves. While the fence posts were probably tied to ranching, the remainder of the items are a product commonly associated with a tannery. Just over half of the cargoes, nineteen of the thirty-two, went to Funcke & Wassermann with the remaining consigned to wood dealers or merchants John Marchant, James O'Connell, Higgins & Collins, and W. Tietjan. A typical cargo on a coasting lumber schooner from Salt Point Landing in 1871 included twenty to sixty cords of wood, twenty to forty cords of tan bark, or 500 to 3,500 fence posts. The cargo could be a single type of product or a combination of several.

In conjunction with the Salt Point Ranch 1871 survey, Funcke & Wassermann had the surveyor layout out a town plat for the town of Louisville between Salt Point Landing and Big Gulch (**Figure 1**). Louisville was chosen as the name as the Gerstle's first home in the United States was in Louisville, Kentucky. While the project never moved beyond a paper plan, it portrayed a grid of 45 blocks, lots, and streets named after the owners and family members. There is no evidence of any of the lots being put up for sale or further development beyond the timber activities (Douglass 2002).

On January 20, 1872, William R. Miller (1832-1887) signed a ten-year lease agreement with Funcke and Gerstle for 1,200 acres on Salt Point Ranch. He had previously operated a sawmill and trough chute at Timber Cove Landing and had done business with Funcke & Wassermann prior to his lease. Miller secured timber rights and built a sawmill at Miller Gulch, 5.0 miles north of Salt Point Landing (**Figure 2**). The stream running along the gulch was called the Dirado on the Russian charts of Tebenkoff (Davidson 1889:261). The agreement gave Miller access to an area to graze animals up on the terrace and all the available timber for lumber uses except the tan oaks (Porter 1982). He also built a new trough chute at Salt Point Landing near the existing Funcke & Wassermann one making two chutes available for loading vessels. If Funcke & Wassermann were not using their chutes, Miller could use it as well. In exchange Miller provided free lumber for any chute repairs. Lastly, he constructed a 1.25 mile long horse drawn railroad or tramway between the sawmill and the landing to move materials to his lumber storage yard (Douglass 2002: 52). Miller moved his sawmill from Timber Cove to Miller Gulch and within a year had 50 men working at his mill which had a capacity of 18,000 board feet per day which was increased to 25,000 board feet in 1875. He also set up two picket machines at the landing to supplement business and keep employees busy between vessels loading at the chute (Porter 1982; Rudy 2015:37; *Daily Alta California* April 21, 1873; *Sonoma Democrat* July 24, 1875). Douglass (2002) concluded that timing was the key to Miller's success at Salt Point Landing. He wrote:

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The opportunity at Salt Point came at the right time, just as Miller's Timber Cove logs ran out. Helmke and the Duncans were well known to Gerstle and Funcke... but those lumberman were either unwilling or unable to take on the timber at Big Gulch at that time. For Miller, it was actually an ideal situation, close enough to maintain his residence there... it is likely that not having to move his household and his store allowed him to devote more capital to mill improvements and expansion at Salt Point (Douglass 2002:227).

Miller's chute was known to be one of the best on the coast that shipped out large amounts of wood and bark. There are no historical details on the construction or size of Miller's trough chute. The annual shipments from Salt Point Landing in 1874 were lumber (3,500,000 board feet valued at \$35,000), wood (3,000 cords, valued at \$12,000), tan bark (400 cords valued at \$4,800), fence posts (7,500 valued at \$6,000), and hides (700 valued at \$2,100). The total value of the products was \$59,000 making Salt Point the third most financially important landing of the six landings named for the year. Fishermans Bay (Stewarts Point Landing) and Fisk's Mill Landing had products valued at \$107,000 and \$61,800 respectively (*Sonoma Democrat* January 2, 1875; *Sonoma Democrat* July 24, 1875).

U.S. Coast and Geodetic Survey maps of Salt Point Landing, from 1876 and 1878, showed two trough chutes extending off the western side of Gerstle Cove with railroad tracks leading to the outer one, used by Miller, and a road connecting to the inner one, used by Funcke & Wassermann (**Figure 3**). The rail tracks lead to the north along the coast, passing the abandoned quarry, and connected with the large concentration of buildings near Miller Gulch, most likely associated with Miller's sawmill. The road passes through Salt Point Settlement, just inland from the water, continues south, and also splits to the north over Miller's Gulch. From there it splits with a section following the coast north and another heading up into the timber lands with an outlet also dead ending at Miller's sawmill. "The lumbering activities of William R. Miller and the commercial enterprises of the tannery created a bifurcated community on the ranch connected by the lumber tramway and coast road (Douglass 2002:60-61). Out on the cliff near the outer chute were five buildings of varying sizes, possibly used as storehouses. Along the cliff working south along the cove edge are four more buildings. There are two submerged mooring anchors with buoys within the cove and a single outer submerged mooring anchor with a buoy for lumber vessels waiting to load or mooring in the cove (U.S. Coast and Geodetic Survey 1876; U.S. Coast and Geodetic Survey 1878).

The period between 1872 and 1880 represents the most active period at Salt Point Landing with both Miller and Funcke & Wassermann actively engaged in the timber trade to support the tanning and lumber businesses in the Bay Area focused on San Francisco. During the eight-year time frame, forty-one schooners made 427 trips from Salt Point Landing with 410 to San Francisco, two to Alameda, three to Mare Island, six to Napa, four to Oakland, and two to Vallejo. Records do not indicate any vessel types besides schooners loading at the landing at that time. Four schooners loaded more than fifty times with the remaining ones only visiting from one to twenty-nine times. Sixty-two percent of all the trips were made by four schooners, *Pet* with eighty-seven trips, *Stina Nicolaisen* with seventy trips, *D.W. Teitjen* with fifty-eight trips,

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and *Santa Rosa* with fifty trips. Two of the vessels that frequented Salt Point Landing ended up wrecking there during its heyday, *Nautilus* in 1877 and *D.W. Teitjen* in 1878 (Douglass 2002 and Marx 2002).

Salt Point Landing supplied materials mainly for Funcke & Wassermann and Higgins & Collins between 1872 and 1880. In 1873, Wassermann left the company and the firm's name changed to Funcke & Co. The relationship with Higgins & Collins to Salt Point, through one of its principles, began in the 1860s. Funcke & Wassermann, later Funcke & Co., did not begin until their purchase of Salt Point Ranch. Schooners carried cargo for Funcke & Wassermann during 237 trips, or fifty-five percent, and for Higgins & Collins during ninety-nine trips, or twenty-three percent. The remaining ninety-one trips, or twenty-one percent, went to smaller dealers or general merchants J. Alexander & Co. (wood dealer), Eaton & Co., Hooper & Co., J. Henry, John Marchant (wood dealer), James O'Connell (wood and coal dealer), Knapp & Co., L. Terkleeson & Brothers (wholesale wood yard), Taylor & Co., Thomas C. Pedler (shipping and commission merchant), and D.A. & J McKinley & Co. (wood and coal dealer). In 1873, *Pet* carried 6,000 fence posts for the Black Diamond Coal Co., the only trip for the company, a useful cargo to support the company's construction of railroads and coal mining operations.

The products shipped out of Salt Point Landing included bark, fence posts, wood, lumber, pickets, stave bolts, and railroad ties. Most cargo consisted of a single type of item and sometimes there was a combination of two types of items. Funcke & Wassermann received bark, wood, fence posts, lumber, stave bolts, and railroad ties while Higgins & Collins received bark, wood, fence posts, lumber, and pickets. The majority of Higgins & Collins material was lumber with schooners transporting cargos of 50,000 to 110,000 feet on average per trip. Funcke & Wassermann's most predominate cargo, sixty-eight percent, was wood with thirty to one hundred cords per trip followed by fence posts at fourteen percent of the trips and bark at thirteen percent of the trips. Cargos amounts of fence posts ranged from 2,000 to 7,500 and bark amounts from twenty to ninety cords.

Newspaper reports of cargos received in San Francisco do not include which chute or business, Funcke & Wassermann or Miller, supplied the materials shipped out from the Salt Point Landing trough chutes. Based on Miller's lease denying him access to tan oak trees for bark or wood, it can be assumed that all bark is linked to Funcke & Wassermann, lumber is linked mainly to Miller's sawmill, and the remaining items could have been from either business. There is no indication that Funcke & Wassermann operated a sawmill in the area therefore they would have been limited to producing timber products that did not need milling, such as wood, bark, railroad ties, etc. "Funcke & Co. had agents stationed at Salt Point and at Stewart's Point to purchase tan bark from local farmers and independent bark peelers. During the summer of 1875, the company bought 5,000 cords at an average price of \$12 per cord delivered to the shipping point. Fright change to San Francisco was \$4 per cord" (Porter 1982:22). A newspaper article on Miller from 1875 stated he was the principle businessman of Salt Point Landing who shipped out wood, tan bark, posts, and dairy products. It also went on to say that abalone shells were harvested at low tide in great quantity and brought \$0.02 per pound at San Francisco markets and \$0.07 per pint at east coast markets (*Sonoma Democrat* July 24, 1875).

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For a brief period, between 1871 and 1880, Salt Point Landing was also referred to as Gerstle Cove or Gerstle's Cove, a name still associated with the area. The use of Gerstle Cove did not replace Salt Point in the shipping reports, rather the two place names were used simultaneously. It is unclear why the landing was co-named Gerstle Cove, likely to recognize the contributions of Lewis Gerstle to the development of Salt Point Landing. Although he had just as much of a financial stake as Funcke & Wassermann in the business, his name was not officially part of their tannery until later in the 1870s. He was one of the principles in Funcke & Wassermann, the Alaska Commercial Company and Louis Sloss & Co., all who relied on the products being shipped out of the chutes at Salt Point Landing (Douglass 2002).

As business increased at Salt Point Landing, more workers and visitors frequented the area. Eventually Funcke & Wassermann acquired the two-story, fifteen-room Salt Point Hotel, which was built in 1870. The hotel had an 84 foot by 16 foot hall used for social events and meetings. To support the hotel there was a butcher shop, blacksmith shop, wagon shop, carpenters store, stable, and corral. The Salt Point Store, run by merchant William and Walter Dribble, supplied dry goods, hardware, and clothing, to the hotel and local community. Salt Point Hotel stood until it collapsed in 1923. Despite Miller's concentration at Salt Point he continued to reside near Timber Cove and never moved closer to his new mill and chute (Kalani and Sweedler 2004; Porter 1982).

The 1874 directory of Napa, Lake, Sonoma, and Mendocino Counties listed the residents living in Sonoma County. This information provides a glimpse into the commercial activities going on that may have been related to Salt Point Landing. In the 1850s the county divided up the area into fourteen townships based on political divisions. That level of detail is not contained in the 1874 directory, rather the residence is referenced by the distance from Santa Rosa. Salt Point is not identified as a residence for anyone. It is listed as where people did business. Six names are linked to Salt Point as their place of business (Paulson 1874). The people listed as working at Salt Point are related to the hotel and store and not the timber industry. As two trough chutes were actively being used during this time it is unclear why more individual are not listed as working there.

A few years later a more detailed directory is provided for Salt Point and the focus on farming, ranching and timber work has become clear. As land was cleared at Salt Point Ranch, from cutting down redwoods and tan oaks, more space became suitable for grazing. This allowed stocks of cattle to be raised for the local food supply and for green hides for San Francisco tanneries. By 1875, a newspaper article commented that Salt Point Ranch's land was mainly used for grazing purposes (Douglass 2002; *Sonoma Democrat* November 21, 1874; *San Francisco Examiner* July 18, 1882). The Salt Point township population in 1877 included 1,088 individuals comprised of 640 "natives" and 448 "foreigners." An overview of Sonoma County from that year included a snapshot of life at Salt Point Ranch and the surrounding communities who utilized the doghole ports including Salt Point Landing to connect to San Francisco and beyond. The township stretched from Gualala at the north down to the Russian River at the south. The western boundary sat from 5.0 to 10.0 miles from the coast. The directory lists twenty-five

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individuals and one partnership with sixteen of them residing at Salt Point, three at Timber Cove, three at Fort Ross, two at Stewart's Point, and one at Fishermans Bay. Of the sixteen residents in Salt Point only two, Albert Brien and Edwin Shone, put down Salt Point as their post office. The post office and Wells Fargo stage stop for Salt Point was located near Fisk Mill and Kruse Ranch (Kalani and Sweedler 2004). The men and families making the township home were from abroad and within the United States and consisted mainly of famers, ranchers, dairyman, merchants, and lumberman. The trough chutes at Salt Point Landing provided an outlet for shipping goods and materials and an inlet for other commodities needed for everyday life (Thompson 1877b).

Funcke & Wasssermann or Funcke & Co. owners are not listed in the directory of residents. The company's ownership of the land at Salt Point Ranch is indicated on accompanying maps. It may be because the principals did not live there, they resided in San Francisco. Miller is also not listed due to his residence being at Timber Cove. Porter (1982) described the populations of Salt Point Township were comprised of both resident and transient populations. The transient individuals who would have worked at sawmills or peeling tan bark were not reflected in the township directory. The 1877 Salt Point Township map, in the same atlas as the county directory (Thompson 1877b), includes Louisville printed across the entire bluff from Salt Point to the next cove at Big Gulch even though the town was just an idea that never materialized. A chute is shown at the landing with a horse railroad leading back to Miller's sawmill and five buildings to the northeast. A road connects to the railroad and to the chute and then follows the coast to the north and south. A hotel and store are indicated just inland of the landing with eight other buildings in its vicinity. The owner of the property is Funcke & Co. (Thompson 1877b).

William Joseph Walsh (1881-1912) and Peterson's Survey (1885)

In 1881, after Funcke's death a few years earlier, Gerstle sold Salt Point Ranch (3,348.92 acres) to William Joseph Walsh (circa 1834-1909). A slight decline in business started in 1876 after Miller cut down all easily accessible timber and moved his sawmill north to Cottoneva/Rockport in Mendocino County. The mill machinery and boilers were dismantled and shipped north onboard the schooner *David and Edward* (Douglass 2002). A more detailed examination of Salt Point Landing during the Funcke & Wassermann period, including Miller's sawmill and the people who worked at Salt Point, is chronicled by Douglass (2002). His master's thesis is the preeminent work on the topic.

The bustling nature of timber and milling along the Sonoma Coast in 1876 was replaced a year later by low prices and an economic downturn. The decline in Salt Point Landing's shipments is a direct result of the over exploitation of the area's timberlands by both Miller's lumber pursuits and Funcke & Wassermann's tan oak and wood. In 1880, a description of where Miller's mill sat noted that there had been an active village there and only had a few half-fallen down buildings left. Closer to the water, the town still contained a few houses, a hotel, blacksmith shop, and store still open (Munro-Fraser 1880). Under Walsh's ownership, Salt Point Landing would never achieve the same level of business and vessel traffic as that under the previous owners. Changing market demands, depleted timber lands, and variable prices resulted in many doghole port

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owners to shift to ranching, dairying, and agricultural pursuits as their main activity by the end of the nineteenth century.

Even though there was no longer a sawmill, shipping from Salt Point Landing continued under Walsh with products like shingles, tan bark, posts, and railroad ties that did not require a mill to produce. He used Funcke & Wasserman's chute for his business and let Miller's chute fall into disrepair. These items kept the chutes active and the doghole ports still relevant to the trade into the twentieth century although owners turned their focus to utilization of the land for ranching instead of timbering (Porter 1982). During 1882, the first full year Walsh ran Salt Point Landing, numerous schooners loaded wood, posts, tanbark, and wool for San Francisco merchants Higgins & Collins and also general commission merchant and lumber dealer Beadle & Co. The business from Salt Point Landing continued throughout the 1880s and 1890s with non-lumber products as its sole product types being exported out from its chute to San Francisco.

In November 1885, Thomas Peterson surveyed many of the northern California doghole ports including Salt Point Landing and described and depicted the layout of the cove and the chutes. His survey indicated there was only one active [trough] chute at Salt Point Landing with two mooring anchors and twelve ring bolts in the surrounding rocks (**Figure 4**). Peterson does not note if the chute he documented was that of Miller or Funcke & Wasserman. Based on its location in reference to the U.S. Coast and Geodetic Survey maps from 1876 and 1878 the chute is most likely the one operated by Funcke & Wassermann or the inner of the two chutes. The chute sat on the cove's western side extending into the water to the east. The chute had 13.0 feet of water under it at low tide. The doghole port could host two vessels of eighty tons in the summer because the water was deep enough and the mooring anchors heavy enough. In the winter it was not safe for a vessel to moor as the outer mooring anchor was subject to swells and submerged dangers. He commented that the mooring anchors were raised and overhauled every fall. All of the buoys were marked with a cross and numbered in red. The ringbolts were also numbered. Peterson's survey map provided a detailed description of all the mooring anchors/buoys out in the cove and mooring points in the rocks supporting a vessel tied under a chute (Peterson 1886). The twelve mooring locations present in 1885 are as follows:

- Mooring Buoy No. 1: Buoy attached to a 1,900 pound anchor and 15 fathoms of 1.75 inch chain. Used to sail from under southeast and northwest winds and to lie to when rough.
- Mooring Buoy No. 2: Buoy attached to a 1,300 pound anchor with 15 fathoms of 1.0 inch chain. Used for the head line while under the chute.
- Mooring No. 3: A 2.0 inch ringbolt in the rock used for a starboard bow line while under the chute.
- Mooring No. 4: A 2.0 inch ring bolt in the rock used for a port bow line while under the chute.
- Mooring No. 5: A 2.0 inch ring bolt in a rock that shows at low tide with a short span of chain that is easily picked up with a boat hook when underwater. Used for the port stern breast line while under the chute.

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- Mooring No. 6: A 2.0 inch ring bolt in a large boulder on the beach used for the starboard bow breast line while under the chute.
- Mooring No. 7: A 2.0 inch ring bolt in a large boulder on the beach used for the starboard stern breast line while under the chute.
- Mooring No. 8: A 2.0 inch ring bolt in a large flat rock used for the port quarterline while under the chute.
- Mooring No. 9: A 2.0 inch ring bolt in a large boulder on the beach used for the starboard quarterline while under the chute.
- Mooring No. 10: A 2.0 inch ring bolt in a rock sometimes used for the sternline.
- Mooring No. 11: A 1.0 inch ring bolt in the rock hardly ever used.
- Mooring No. 12: A small ring bolt in the rock never used.

Peterson's survey is the first detailed look at how a vessel positioned itself under a trough chute at Salt Point Landing and the location and type of mooring fasteners present. The vessel sat under the chute with its bow facing out of the cove to the open ocean and the chute end sitting amidships at the vessel's center. A system of nine ring bolts secured in the rocks and one submerged mooring anchor were used to hold a vessel in place during loading. Peterson remarked that two of the ten mooring points, No. 11 and 12, were rarely or never used, they may have been too worn or damaged to be safe. The vessel's stern used four moorings, No. 5, 8, 9, and 10, and the bow used four moorings, No. 2, 3, 4, and 6 (Peterson 1886). The setup at Salt Point Landing, with a combination of bolts and anchors, was typical of all the doghole ports in Sonoma and Mendocino Counties. Each doghole port varied based on its geographic conditions and landscape limitations. The concept remained consistent with a vessel utilizing a chute or pier on the sheltered side of the cove to permit loading of materials.

A few years after Peterson visited Salt Point Landing the United States Coast and Geodetic Survey published the *Coast Pilot* in 1889 to provide mariners with sailing information along the coast of California, Oregon, and Washington. It also provided information on the status of the landings and their chutes including that of Salt Point Landing. The book noted the outer chute, or Miller's old chute, was abandoned and the inner one, used by Walsh, had been substantially rebuilt, changed in direction, and extended out to thirteen feet of water (Davidson 1889:261). It also provided the following details on the chute.

At the end of the chute a vessel lies broadside on with six mooring-lines. Two vessels of eighty tons each can lie in this cove in smooth weather in summer. At the time of the topographical survey there were four mooring buoys; the two inner ones lie in five and six fathoms of water east and west from each other, and the outer in ten fathoms. From the outer buoy the course in is north north-west (NNW.) past the second buoy and directly into the deepest part of the cove... The moorings were good but are now out of repair. Schooners carry away wood, posts, tanbark and produce. The lumber-mill formerly running on Miller Creek, one mile north, and which sent its lumber by rail to the chutes, has been moved way (Davidson 1889:261).

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Walsh not only owned Salt Point Landing, he owned a large swath of land to the north and south within the German Rancho. The 1889 *Illustrated Atlas of Sonoma County* showed Walsh's property bordered with John Stockhoff at the south near Stockhoff Cove Landing and Edward Kruse to the north near Fisk's Mill Landing. In total he owned just over 3,500 acres encompassing Salt Point Landing and Walsh's Landing, the next doghole port to the south. The 1889 atlas map for township 8 N, 13 W showed Salt Point/Gerstle Cove owned by Walsh with five buildings at the landing site near the chute. Miller's railway is no longer depicted with a single road coming to the bluff and then splitting with a branch heading north and a branch heading south (Reynolds & Proctor 1898). Walsh had purchased the doghole port property to the south of Salt Point landing, known as Walsh's Landing, in 1889. In 1900, he leased it to lumberman Fred Linderman who expanded the operations with a highly active wire chute. Walsh focused his attention on Salt Point Landing at that time and allowed Linderman to be the main lead on Walsh's Landing business.

By the turn of the twentieth century, Salt Point Landing's operations had slowed to a trickle with only a few mentions of timber products arriving in San Francisco from its chute. The trough chute system was never replaced with a wire chute therefore the economic viability to keep Salt Point Landing maintained and active was not there. Vessels preferred to visit Walsh's Landing to the south because it had a large wire chute that permitted quicker loading and could accommodate steam schooners with deeper drafts. The timber trade was also being replaced by ranching and agriculture as the main source of income. The 1903-1904 Sonoma County directory listed thirty-three residents of Fisk, the closest post office to Salt Point Landing. Of those thirty-three men, eighteen are tied to ranching, with eleven being farmers, including Walsh, five dairyman, and two sheep raisers. Only five men are associated with the timber trade, four woodsman, and one who runs a shingle mill. The remaining people included one orchardist, two laborers, one blacksmith, one teacher, two teamsters, two deal with general merchandise, and one is unknown (Kingsbury 1903:264). The *United States Coast Pilot* from 1909 echoed the trend of the Sonoma Coast turning away from timber production as its main business to ranching. It described Salt Point Landing as practically abandoned (Department of Commerce 1909:95). The 1917 edition of the Coast Pilot still stated Salt Point Landing was still practically abandoned. By the 1926 edition it is simply abandoned (Department of Commerce 1917:108; Department of Commerce 1926:109).

The last few trips of vessels from Salt Point Landing occurred in 1910 and 1912. Two steam schooners, *Albion* and *Gualala*, are the only known visitors to the doghole port after 1900. *Gualala* sailed from San Francisco on November 19, 1910 for Salt Point Landing. It loaded 7,000 railroad ties and steamed for Redondo Beach, California. On the way the steamer stopped in San Francisco for fuel on November 24, 1910 and eventually arrived in southern California on December 8, 1910. The railroad ties were delivered to Santa Fe Railroad at Wharf No. 3 (*San Francisco Examiner* November 20, 1910; *San Francisco Examiner* November 28, 1910; *Redondo Reflex* December 8, 1910). During this time a great number of railroad ties were being shipped from the Sonoma Coast to support the building of railroads in Southern California and across the United States. *Gualala* returned to San Francisco and again sailed for Salt Point Landing on December 13, 1910 (*San Francisco Examiner* December 14, 1910). The details of

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that trip or cargo have not been identified. The last report of a vessel stopping at Salt Point to load lumber was the steam schooner *Albion* in 1912. One man died and one injured when they were thrown from its small boat while handling a line to tie up the schooner on December 18 (*Petaluma Daily Morning Courier* December 20, 1912). Historical records do not indicate a wire chute was ever used at Salt Point Landing therefore the steam schooners must have used the old trough chute for loading. Typically, due to having a deeper draft, steam schooners were more suited to using a wire chute therefore it is not surprising that Salt Point Landing could not continue to operate when steam schooners and larger steamers came on scene as the dominate lumber vessel at the end of the nineteenth century. The eventual influx of roads and then trucks into the region also negated the need for vessels for shipments by the 1920s. *Albion's* trip to the doghole port closed a chapter on the fifty-eight-year period of shipping out timber products from Salt Point Landing. The next time the area would see major news coverage was as a rum running port during prohibition and then the opening of Salt Point State Park in 1968.

Salt Point Landing Shipwrecks

During Salt Point Landing's operation as a doghole port for the timber industry there were at least nine vessels lost in the cove. These shipwrecks also fall within the district's period of significance. An additional two shipwrecks occurred after the period of significance and are still important historic resources that contribute to the area's maritime heritage landscape. The small rock filled cove at Salt Point where vessels navigated and contended with unpredictable weather resulted in vessels breaking from their moorings and being driven ashore while under the chutes. Other vessels struck submerged rocks and compromised their hulls leading to a sinking and declaration of a total loss. The remains of these historic vessels may be present at Salt Point Landing and provide information on maritime commerce connected with the doghole ports along the northern California coast. Archaeological surveys have located remains underwater in the cove that are likely associated with shipwrecks. Details on these remains or artifacts is covered in one of the following sections on the district's contributing and non-contributing resources.

1861 *Bianca*: The first known loss at Salt Point was the lumber schooner *Bianca* on December 6, 1861. It was driven ashore during a storm while loading wood under the chute. When it was half full the weather picked up and the captain tried to get his vessel out to sea. The storm was too strong and the schooner went to pieces on the rocks. Captain William Stevens and the five crewmen escaped. *Bianca* was owned by Adams & Greenwood of San Francisco and was valued at \$5,000 (*Petaluma Argus* December 10, 1861; Schwemmer 2016).

1865 *Shooting Star*: Newspaper accounts vary with the exact month and wrecking location of the schooner *Shooting Star*. One source states the vessel was lost at Salt Point in March 1865 while others write the month was February and location may have been Point Reyes or Fisherman's Bay. The only other details are that a seaman named Kirge drowned when the schooner broke loose from its moorings (*California Daily Alta* August 15, 1865; *Sacramento Daily Union* February 18, 1865, *Marysville Daily Appeal* February 19, 1865; *Marysville Daily Appeal* March 10, 1865).

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1871 *Chico*: The schooner *Chico* went ashore at Salt Point in December 1871 and was a total loss (*Russian River Flag* January 4, 1872).

1872 *Hannah Louise*: The schooner *Hannah Louise* was hit by a heavy squall on April 12, 1872 after leaving San Francisco and sailing north with a cargo of merchandise. While off Salt Point the vessel was thrown on its side and drowned its steward, Henry Peterson. The next morning its captain, Brown and three crewmen were taken off and landed at Fisk's Mill. The schooner capsized and was abandoned. Newspaper accounts vary with the eventual wrecking location of the schooner *Hannah Louise*. It may be Salt Point or other newspapers write it was seen off Fort Ross and went ashore below the Russian River or it was anchored off Timber Cove and then disappeared (*San Francisco Chronicle* April 17, 1872; *San Francisco Examiner* April 17, 1872; *San Francisco Examiner* April 20, 1872; *San Francisco Examiner* April 25, 1872; *Daily California Alta* April 23, 1872).

1877 *Nautilus*: The lumber schooner *Nautilus* struck a submerged rock while hauling from the chute to the underwater mooring anchor at Gerstle Cove [Salt Point] on October 1, 1877 after taking on a load of timber products. Its bottom was opened up and became waterlogged causing it to be unable to sail. The deck load washed away while it was sitting at the mooring anchor awaiting assistance. While its cargo was eventually saved, the vessel had no insurance and was a total loss. The vessel was valued at \$3,000 and the cargo at \$200 (*Daily Alta California* October 9, 1877; *Oakland Tribune* October 10, 1877; *Daily Alta California* January 1, 1878; Schwemmer 2016).

1878 *D.W. Tietjen*: The lumber schooner *D.W. Tietjen* parted its moorings at Gerstle Cove [Salt Point] on March 27, 1878 and went ashore and declared a total loss. The vessel was valued at \$5,500 and insured for \$4,400 (*Daily Alta California* January 2, 1879; Schwemmer 2016).

1879 *Mary D. Pomeroy*: The two-masted lumber schooner *Mary D. Pomeroy* capsized in a gale on December 18, 1879 and killed all fifteen people onboard (Captain Scott, seven crew, its owner D. Pomeroy, and six passengers). The schooner and floating lumber was reported off Point Reyes by a passing steamer on December 19 with no sign of any passengers or crew. A tug attempted to tow the capsized hull, unsuccessfully. *Mary D. Pomeroy* eventually drifted to Salt Point where it came to rest. A party steamed there to try and recover the vessel and victims and found its main mast and foremast gone with a hole in the bottom of the hull. The schooner eventually went to pieces and was a total loss. California Insurance Company and State Investment insured it for \$8,500. Thomas H. Peterson built the schooner for lumber dealer D. Pomeroy and Captain James Bruce. It was launched on July 1879 from Little River near Mendocino and made frequent trips between Crescent City and San Francisco (*Mendocino Coast Beacon* December 27, 1879; *Sacramento Daily Union* December 25, 1879; *Sacramento Daily Union* December 26, 1879; Schwemmer 2016).

1881 *Phantom*: The schooner *Phantom*, built in 1878, went ashore at Salt Point after leaving San Francisco on March 21, 1881 en route to Stewarts Point. It was a total loss (*San Francisco*

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Examiner March 27, 1881; *Sacramento Daily Union* December 25, 1879; *Sacramento Daily Union* December 26, 1879; Schwemmer 2016).

1889 *Erial*: *Erial* wrecked at Salt Point in 1889. No other particular are known about the vessel or its loss (Schwemmer 2016).

1926 *Norlina*: The freighter *Norlina* wrecked east of Salt Point Landing, still within Gerstle Cove, in August 1926. The 385-foot-long steel-hulled vessel was en route from San Francisco to Puget Sound, Washington with general cargo when it grounded in the fog on Horseshoe Point. Efforts to refloat the freighter and pull it off the rocks were unsuccessful. The ship broke in half and came to rest on a nearby reef where it sits in Gerstle Cove. *Norlina* was eventually heavily salvaged and dynamited (*San Francisco Examiner* August 5, 1926; *Press Democrat* October 6, 1926).

1965 *Silver Spray*: The 51-foot-long ketch *Silver Spray* wrecked at Salt Point in July 1965. It grounded on the rocks and was then driven ashore. It sank 150 feet from the *Norlina* (*Oakland Tribune* July 7, 1956; *Press Democrat* July 8, 1956).

Salt Point Landing Maritime Incidents

Not all vessels that came into trouble at Salt Point ended up wrecked and being declared a total loss. Many vessels were pulled off after being grounded or had strong enough pumps to clear water from a breached hull. These vessels continued on their trip sometimes leaving no trace of their incident or sometimes leaving remnants of their troubles like an anchor that was cut free or a rudder that broke off. Three such incidents are listed below. As with the shipwrecks, archaeological remains may be present at Salt Point Landing of vessels coming into trouble, not leading to a full wrecking. The materials associated with these events contribute to the archaeological records and historical significance of Salt Point Landing as a busy doghole port which saw considerable vessel traffic supporting the timber and associated industries.

1857 *Lyra*: The brig *Lyra* lost an anchor at Salt Point while loading a cargo of lumber for San Pedro, California in September 1857 (*Daily Alta California* September 27, 1857).

1866 *Mary Zephyr*: The schooner *Mary Zephyr* went on the rocks at Salt Point in June 1866 during a storm. The event caused hull damage and broke off the vessel's rudder (*Sacramento Daily Union* June 4, 1866).

1874 *D.W. Tietjen*: The schooner *D.W. Tietjen* drifted ashore at Salt Point in November 1874. It was loading under the chute when a storm came in and broke its hawser. It was pulled off and lost its rudder. It sailed out of the doghole port leaking badly with 30 cords of wood. Four years later the *D.W. Tietjen* wrecked at Salt Point Landing (*Russian River Flag* November 5, 1874; *Sonoma Democrat* October 31, 1874; *Russian River Flag* November 12, 1874).

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1937 *Elna*: The steamer *Elna* struck Salt Point in August 1937 after leaving San Francisco. The incident cause damaged to the hull causing the steamer to return to San Francisco (*San Francisco Examiner* August 19, 1937; *San Francisco Examiner* August 28, 1937).

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Thompson, Robert A.

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Thompson, Thos. H. & Co.

1877b *Historical Atlas Map of Sonoma County, California*. Thos. H. Thompson & Co, Oakland, California.

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Thompson, Robert A.

- 1896 *The Russian settlement in California known as Fort Ross; founded 1812, abandoned 1841. Why the Russians came and why they left.* Sonoma Democrat Publishing, Santa Rosa, California. Electronic document, <https://www.loc.gov/item/17016965>. Accessed February 3, 2020.

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- 1876 T-sheet no. T-1457 Fort Ross to Salt Point. NOAA Non-georeferenced Shoreline Survey Scans. Electronic document, https://nosimagery.noaa.gov/images/shoreline_surveys/survey_scans/NOAA_Shoreline_Survey_Scans.html. Accessed March 2, 2020.
- 1878 T-sheet no. T-1497A Salt Point to Fisherman Bay. NOAA Non-georeferenced Shoreline Survey Scans. Electronic document, https://nosimagery.noaa.gov/images/shoreline_surveys/survey_scans/NOAA_Shoreline_Survey_Scans.html. Accessed March 2, 2020.
- 1930 T-sheet T-04593 Timber Cove to Horseshoe Pt. NOAA Non-georeferenced Shoreline Survey Scans. Electronic document, https://nosimagery.noaa.gov/images/shoreline_surveys/survey_scans/NOAA_Shoreline_Survey_Scans.html. Accessed March 24 2020.

U.S. Geological Survey

- 1943 Plantation topographic map. Electronic document, <http://livingatlas.arcgis.com/topoexplorer/>. Accessed March 25, 2020.
- 1944 Plantation topographic map. Electronic document, <http://livingatlas.arcgis.com/topoexplorer/>. Accessed March 25, 2020.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☒ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☒ Other State agency
- ☒ Federal agency
- ☐ Local government

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 University

X Other

Name of repository: Fort Ross Conservancy, CA Department of Parks and Recreation,
NOAA Office of National Marine Sanctuaries

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property 769

Latitude/Longitude Coordinates

Datum if other than WGS84:

(enter coordinates to 6 decimal places)

1. Latitude:	<u> </u>	Longitude:	<u> </u>
2. Latitude:	<u> </u>	Longitude:	<u> </u>
3. Latitude:	<u> </u>	Longitude:	<u> </u>
4. Latitude:	<u> </u>	Longitude:	<u> </u>
5. Latitude:	<u> </u>	Longitude:	<u> </u>
6. Latitude:	<u> </u>	Longitude:	<u> </u>
7. Latitude:	<u> </u>	Longitude:	<u> </u>
8. Latitude:	<u> </u>	Longitude:	<u> </u>
9. Latitude:	<u> </u>	Longitude:	<u> </u>
10. Latitude:	<u> </u>	Longitude:	<u> </u>

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary encompasses a 769-acre area along the Sonoma County coast that includes the historic doghole port of Salt Point Landing. The boundary includes both terrestrial and submerged land and runs about 1.0 mile in length by 1.0 mile wide. The northern boundary runs from the southern end of Stump Beach from the water east up the slope following the direction of Miller Gulch . This marks the northeast end where the remains of a historic logging camp are located. The boundary then runs south to

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■, located at the Salt Point State Park Woodside Campground Maintenance Yard. The boundary then goes southwest out 0.25 miles into Gerstle Cove to include the submerged remains [REDACTED]. The boundary runs north along the coastline extending 0.25 miles from shore to connect with the northwest end at Stump Beach.

Boundary Justification (Explain why the boundaries were selected.)

The district boundary encompasses contributing resources that were historically functionally related to the doghole port during the 1853 to 1917 period of significance. The Salt Point Landing Historical and Archaeological District is smaller in size than the previously listed Salt Point State Park Archaeological District. The district only encompasses the contributing resources within the context of Salt Point timber industry's historical and archaeological terrestrial and submerged footprint. The boundary also includes the doghole port facilities including the land sea interface and those resources within Gerstle Cove.

11. Form Prepared By

name/title: Deborah Marx, Maritime Archaeologist and Denise Jaffke, Archaeologist
organization: California Department of Parks and Recreation
street & number: 1416 9th Street
city or town: Sacramento state: CA zip code: 95814
e-mail: Denise.Jaffke@parks.ca.gov
telephone: (530) 416-0265
date: October 2020; Revised April 2021, July 2021

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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Photo Log

Name of Property: Salt Point Landing Historical and Archaeological District
City or Vicinity: Jenner (vicinity)
County: Sonoma County
State: California
Photographer: Deborah Marx; John Harreld
Date Photographed: September 2020; July 2019

Description of Photograph(s) and number, include view indicating direction of camera:

- 1 of 39 CA-SON-002331H, view west with an iron stove fragment in the foreground (Marx, 2020)
- 2 of 39 CA-SON-001668H, view southwest (Marx, 2020)
- 3 of 39 CA-SON-001679H, view northwest (Marx, 2020)
- 4 of 39 CA-SON-002309H, view southwest (Marx, 2020)
- 5 of 39 CA-SON-002309H, view south (Marx, 2020)
- 6 of 39 CA-SON-000487H, view southeast (Marx, 2020)
- 7 of 39 CA-SON-000488H, view south (Marx, 2020)
- 8 of 39 CA-SON-002263H, view southwest (Marx, 2020)
- 9 of 39 CA-SON-002334H, view southeast (Marx, 2020)
- 10 of 39 CA-SON-002332H, view north (Marx, 2020)
- 11 of 39 CA-SON-001670H, view north (Marx, 2020)
- 12 of 39 CA-SON-002335H, view northeast (Marx, 2020)
- 13 of 39 CA-SON-002336H, view north (Marx, 2020)
- 14 of 39 CA-SON-000250/H, view southeast (Marx, 2020)
- 15 of 39 CA-SON-002237H, view north (Marx, 2020)
- 16 of 39 CA-SON-001665H, view west (Marx, 2020)
- 17 of 39 CA-SON-002177H, view north (Marx, 2020)

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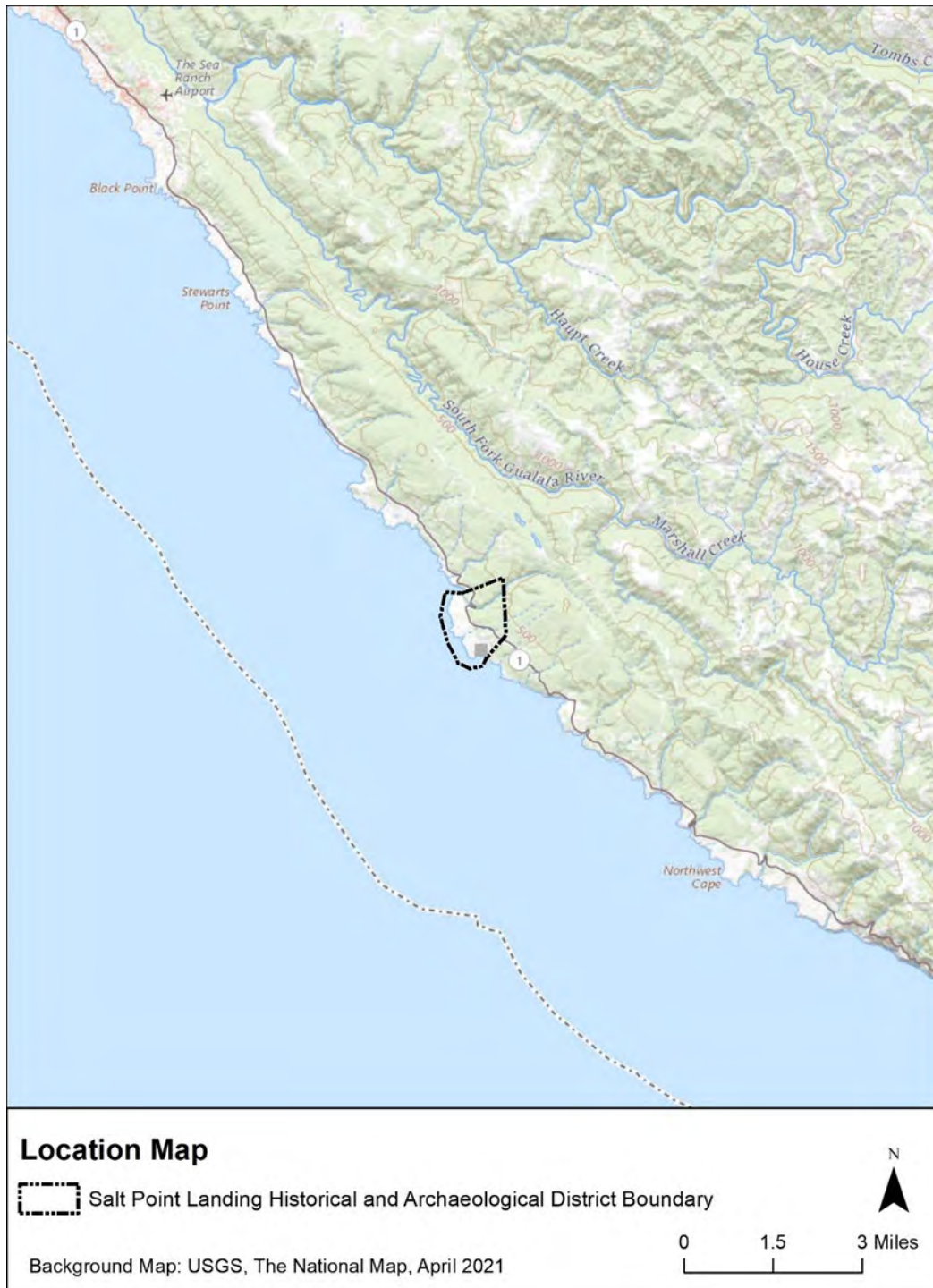
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- 18 of 39 CA-SON-001667H, view east (Marx, 2020)
- 19 of 39 Quarry, view northwest (Marx, 2020)
- 20 of 39 Quarry, view west (Marx, 2020)
- 21 of 39 CA-SON-000457/H, view east (Marx, 2020)
- 22 of 39 CA-SON-000248/H, view southwest (Marx, 2020)
- 23 of 39 CA-SON-000248/H, view southeast (Marx, 2020)
- 24 of 39 CA-SON-000248/H, detail view Feature F1 (Marx, 2020)
- 25 of 39 CA-SON-000248/H, detail view Feature F11 (Marx, 2020)
- 26 of 39 CA-SON-000248/H, detail view Feature F16 (Harreld, 2019)
- 27 of 39 Harreld-2019, view northeast (Harreld, 2019)
- 28 of 39 Harreld-2019, underwater view, Feature NG009 (Harreld, 2019)
- 29 of 39 Harreld-2019, underwater view, Features NG002 and NG003 (Harreld, 2019)
- 30 of 39 Anchor 1, view south (Marx, 2020)
- 31 of 39 Anchor 2, view north (Marx, 2020)
- 32 of 39 CA-SON-000864H, view northwest (Marx, 2020)
- 33 of 39 CA-SON-001666H, view north (Marx, 2020)
- 34 of 39 Woodside Campground Maintenance Yard, view west (Marx, 2020)
- 35 of 39 Gerstle Cove Entrance Booth, view northwest (Marx, 2020)
- 36 of 39 Gerstle Cove Campground, view southwest (Marx, 2020)
- 37 of 39 Visitor Center, view south (Marx, 2020)
- 38 of 39 Gerstle Cove Upper Parking Lot, view northwest (Marx, 2020)
- 39 of 39 Gerstle Cove Lower Parking Lot, view west (Marx, 2020)

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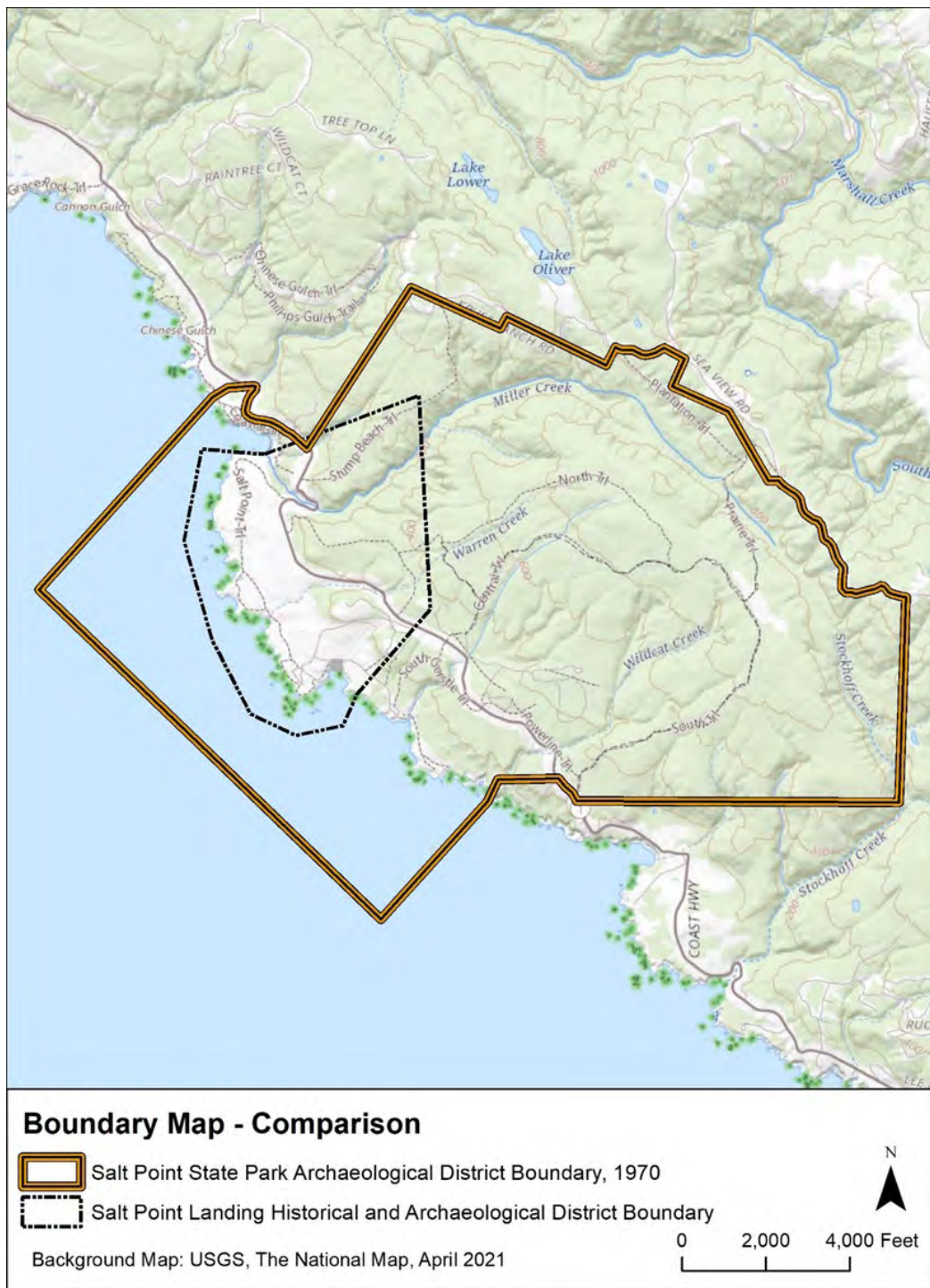
Location Map



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Comparison Map



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Figure 1 Plat of the proposed town of Louisville at Salt Point (Douglass 2002)

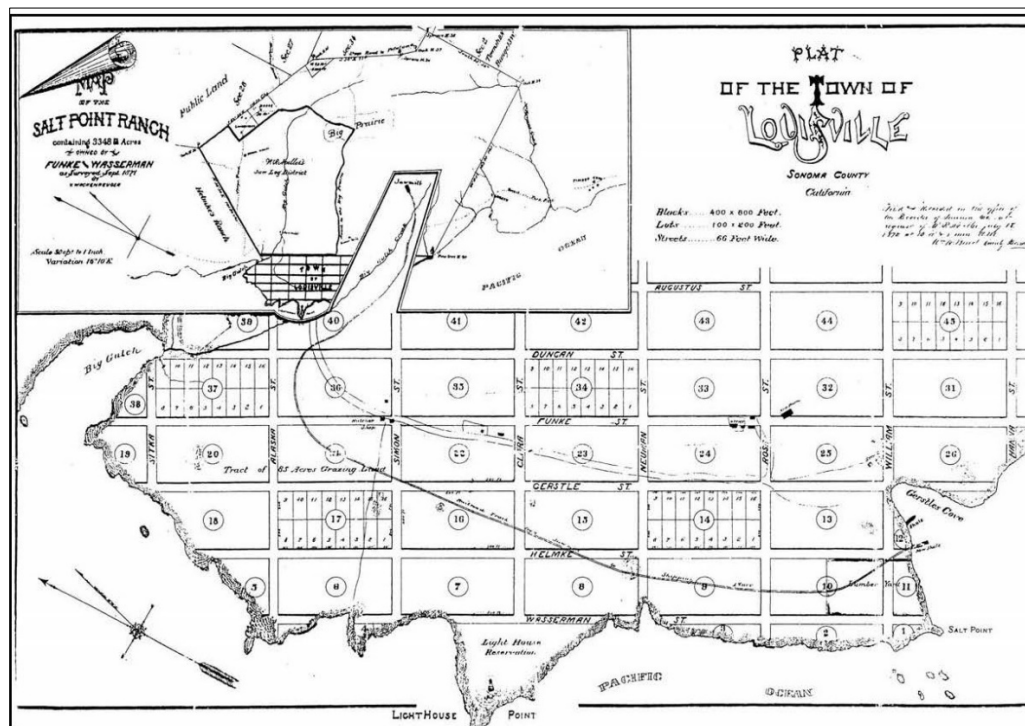
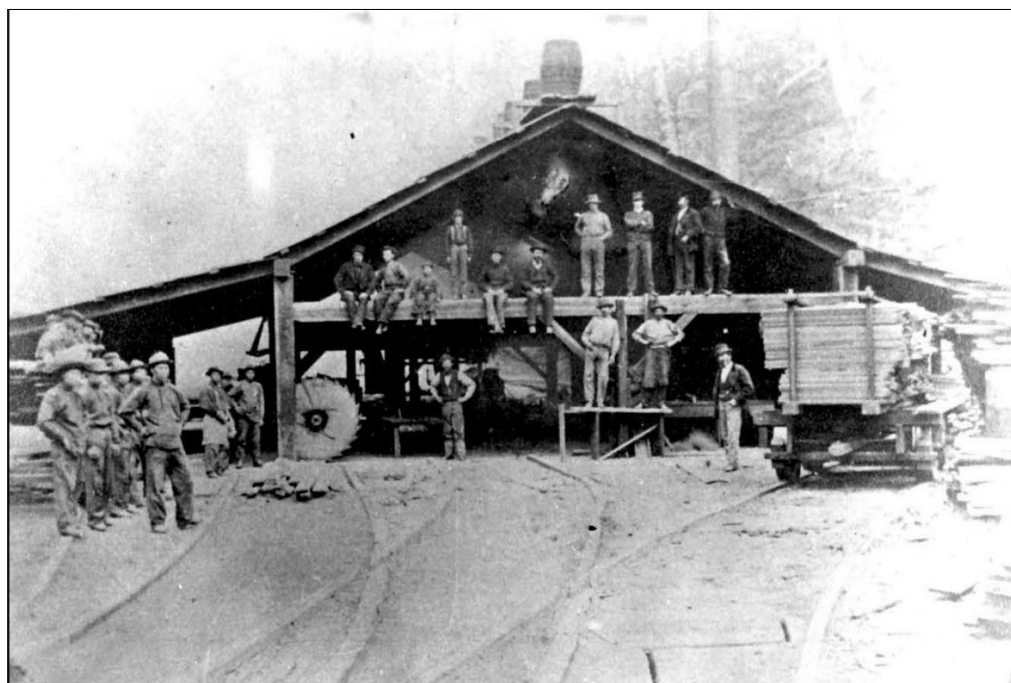


Figure 2 Miller's sawmill in Miller Gulch, 1875 (Douglass 2002)



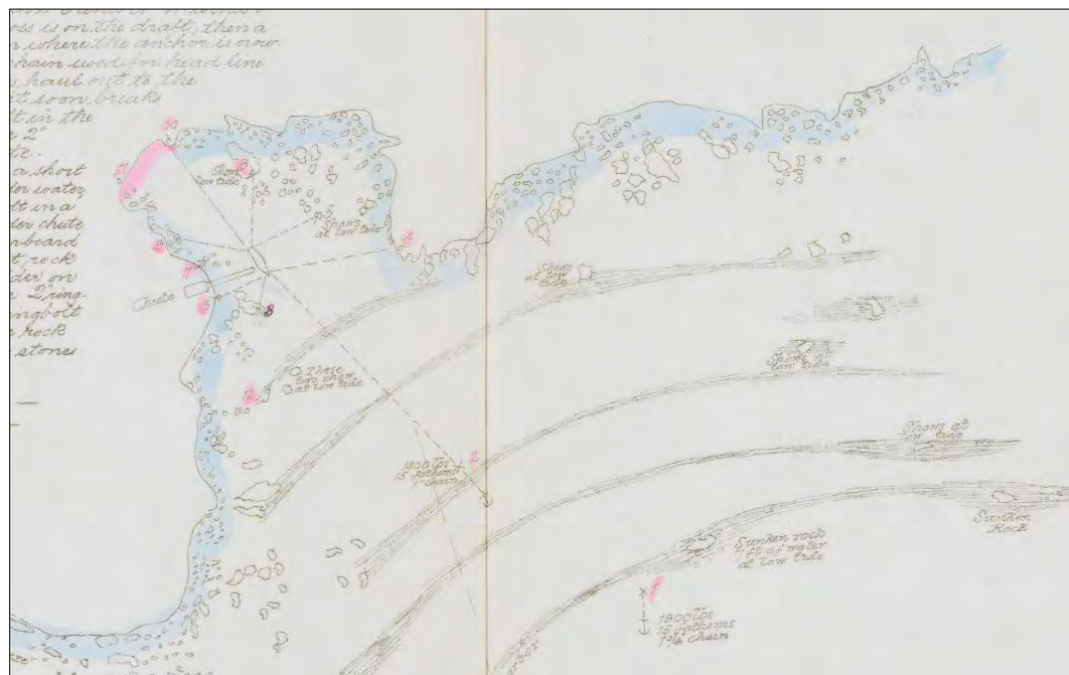
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Figure 3 U.S. Coast and Geodetic Survey map, 1878. T-sheet T1497A Salt Point to Fishermans Bay (excerpt). (U.S. Coast and Geodetic Survey 1878)



Figure 4 Thomas Peterson Salt Point Landing survey map, 1885 (excerpt), showing the chute location and vessel mooring configuration (Peterson 1886)



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Photo 1 CA-SON-002331H, view west with an iron stove fragment in the foreground



Photo 2 CA-SON-001668H, view southwest



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Photo 3 CA-SON-001679H, view northwest



Photo 4 CA-SON-002309H, view southwest



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Photo 5 CA-SON-002309H, view south



Photo 6 CA-SON-000487H, view southeast



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Photo 7 CA-SON-000488H, view south



Photo 8 CA-SON-002263H, view southwest



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Photo 9 CA-SON-002334H, view southeast



Photo 10 CA-SON-002332H, view north



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Photo 11 CA-SON-001670H, view north



Photo 12 CA-SON-002335H, view northeast



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Photo 13 CA-SON-002336H, view north



Photo 14 CA-SON-000250/H, view southeast



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Photo 15 CA-SON-002237H, view north



Photo 16 CA-SON-001665H, view west



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Photo 17 CA-SON-002177H, view north



Photo 18 CA-SON-001667H, view east



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Photo 19 Quarry, view northwest



Photo 20 Quarry, view west



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Photo 21 CA-SON-000457/H, view east



Photo 22 CA-SON-000248/H, view southwest



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Photo 23 CA-SON-000248/H, view southeast



Photo 24 CA-SON-000248/H, detail view Feature F1



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Photo 25 CA-SON-000248/H, detail view Feature F11



Photo 26 CA-SON-000248/H, detail view Feature F16



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Photo 27 Harreld-2019, view northeast



Photo 28 Harreld-2019, underwater view, Feature NG009



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Photo 29 Harreld-2019, underwater view, Features NG002 and NG003

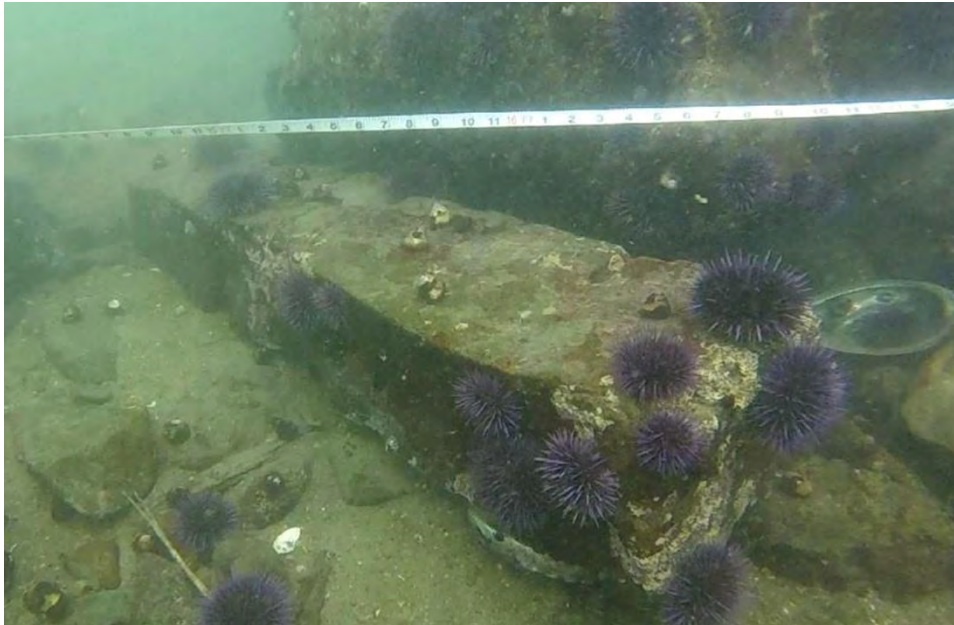


Photo 30 Anchor 1, view south



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Photo 31 Anchor 2, view north



Photo 32 CA-SON-000864H, view northwest



Salt Point Landing Historical and Archaeological District
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Photo 33 CA-SON-001666H, view north



Photo 34 Woodside Campground Maintenance Yard, view west



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Photo 35 Gerstle Cove Entrance Booth, view northwest



Photo 36 Gerstle Cove Campground, view southwest



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Photo 37 Visitor Center, view south



Photo 38 Gerstle Cove Upper Parking Lot, view northwest



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Photo 39 Gerstle Cove Lower Parking Lot, view west



Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.