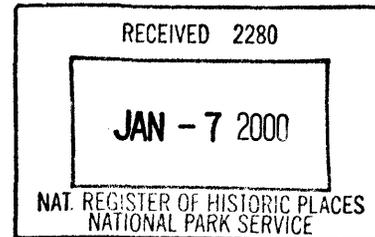


United States Department of the Interior
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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

=====

1. Name of Property

=====

historic name: Prairie Creek Fish Hatchery

other name/site number:

=====

2. Location

=====

street & number: Located at milepost 124.83 on U.S. Highway 101
north of Orick, California.

not for publication: _____

city/town: Orick vicinity: X

state: CA county: Humboldt code: 023 zip code:

=====

3. Classification

=====

Ownership of Property: Redwood National Park

Category of Property: District

Number of Resources within Property:

Contributing

5

7

12

Noncontributing

 buildings

 sites

6 structures

 objects

6 Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: none

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 66. In my opinion, the property X meets does not meet the National Register Criteria. See continuation sheet.

Walter H. Storn

12/22/99

Signature of certifying official

Date

National Park Service

State or Federal agency and bureau

In my opinion, the property X meets does not meet the National Register criteria. See continuation sheet.

Walter H. Storn

Jan. 14, 1999

Signature of commenting or other official

Date

Acting, State Historic Preservation Officer

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is:

Elsa H. Beal

entered in the National Register See continuation sheet.

determined eligible for the National Register See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other (explain):

for

Signature of Keeper

2/4/00
Date of Action

6. Function or Use

Historic: Agriculture

Sub: Fishing Facility

Current: Not in use.

=====

7. Description

=====

Architectural Classification: Late 19th and early 20th century movement
Sub: Vernacular

Other Description: _____

Materials: foundation Concrete roof metal and asphalt
walls Wood other brick

Describe present and historic physical appearance. X See continuation sheet.

=====

8. Statement of Significance

=====

Certifying official has considered the significance of this property in relation to other properties: Statewide

Applicable National Register Criteria: A

Criteria Considerations (Exceptions):

Areas of Significance: Conservation
Recreation

Period(s) of Significance: 1936 to 1946

Significant Dates:

Significant Person(s): N/A

Cultural Affiliation: _____

Architect/Builder: California Division of Architecture

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.
 X See continuation sheet.

=====
9. Major Bibliographical-References
=====

X See continuation sheet.

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 #

Primary Location of Additional Data:

- ___ State historic preservation office
___ Other state agency
X Federal agency
___ Local government
___ University
___ Other -- Specify Repository:

=====
10. Geographical Data
=====

Acreage of Property: 6.2 acres

UTM References: Zone Easting Northing Zone Easting Northing
A 2.413 870.4576 020 B
C D

___ See continuation sheet.

Verbal Boundary Description: X See continuation sheet.
X indicated on accompanying map
Boundary Justification: X See continuation sheet.

=====
11. Form Prepared By
=====

Name/Title: Michael R. Corbett
Organization: Date: 20 November 1996
Street & Number: 2054 University Avenue #505 Telephone: 510-548-4123
City or Town: Berkeley State: CA ZIP: 94704

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Section number 7 Prairie Creek Fish Hatchery Page 1

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DESCRIPTION

Summary

Prairie Creek Fish Hatchery (PCFH) is located on the east side of U.S. Highway 101 about three miles north of Orick in Humboldt County (see geographical map). It is in a mountainous and heavily forested area within Redwood National and State Parks. The property is on Lost Man Creek just above its confluence with Prairie Creek. The hatchery originally consisted of a 6.2-acre parcel with a main hatchery building, four houses, a garage-shop, a shed, and outdoor water tanks; a 3000-foot linear right-of-way for a 12-inch pipeline; and an 800-foot long reservoir created by a rock dam. Today the boundaries of the PCFH historic district are those of the 6.2-acre parcel. Within the boundaries are the main Hatchery, two houses, the garage-shop, the shed, water tanks, and the pipeline stream crossing, which is all that remains of the pipeline. The dam and reservoir were removed in 1989. Despite diminished integrity of design, workmanship, materials, and feeling that is associated primarily with the loss of the pipeline and reservoir, there remains a high degree of integrity among the buildings and other features of the hatchery. Whereas the pipeline and reservoir were upstream, away from the highway and hidden in the forest, the features which survive are highly visible and strongly convey the significance of the property. The buildings which survive are well-built, but modest, plain, wood-frame structures, designed by the California Division of Architecture. The reinforced concrete outdoor water tanks, the pipeline crossing, and the troughs and tanks inside the main Hatchery still convey the function of the facility (see Photos 1-8). (Note: The facilities or group of buildings are referred to as a "hatchery". The main building of PCFH is referred to as the "Hatchery".)

The major components of the PCFH consist of the plan and circulation; buildings and structures; water supply system and fish ponds; and landscape features. These are described as follows.

Plan and Circulation

Prairie Creek Fish Hatchery (PCFH) is located about four miles north of Orick, California in Humboldt County. PCFH is located just above the conjunction of Lost Man Creek with Prairie Creek, in a mountainous and heavily forested area.

As it was built in 1936, the facility was in three parts: 1) an L-shaped, 6.2-acre parcel on the east side of U.S. Highway 101 on which were built the PCFH buildings; 2) right-of-way of unspecified width for a 12-inch pipeline stretching approximately 3,000 feet in a curvilinear alignment eastward from the 6.2-acre parcel to a dam on

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Prairie Creek Fish Hatchery Page 2

Lost Man Creek; and 3) the water source on Lost Man Creek, consisting of a dam measuring 175 feet long and four feet wide at its extreme points, and a reservoir which backed up as much as 800 feet. A substantial amount of the whole system including portions of each of these three parts remain in place today.

The 6.2-acre parcel is in an L-plan consisting of a generally rectangular area (170 feet by about 900 feet) with an east-west orientation, and a small panhandle (150 by 200 feet) south of the east end. The north side of this parcel is steeply sloped. Lost Man Creek flows across the southern half of the eastern two thirds of the parcel, entering the parcel across the east border and exiting across the southern boundary on its way to Prairie Creek. The topography of the area is such that the few buildable sites are on the narrow alluvial flat lands along the creeks. The seven original buildings of PCFH (hatchery, four houses, garage-shop, and shed) were built close to Lost Man Creek, with six of them at the southwest corner of the 6.2-acre parcel on the north side of the creek, between the creek and U.S. 101, and the seventh, a cabin, on the south side of Lost Man Creek. In addition, the pipeline stream crossing over Lost Man Creek remains a fragment of the once continuous pipeline that stretched to the east beyond the 6.2-acre parcel.

The six buildings were in a U-plan with the mouth of the U open to U.S. 101 on the west. The north side of the U was formed by the Hatchery building, the south side by three houses (two of which survive), and the east end by the garage-shop building, with a shed behind it. The entrance to PCFH was from U.S. 101 into the mouth of the U. The shape of the unpaved driveway was like a running track, with straight sides and curved ends, so that traffic could move in a circular direction. In addition, the straight side on the south continued in a straight line past the north ends of the three houses and the south ends of the garage-shop and the shed to a dead end on the north bank of Lost Man Creek. This original 6.2-acre parcel and the features built on it between 1936 and 1946 form the PCFH historic district.

In the 1960s, following the sale of PCFH by the state to Humboldt County, the facilities at PCFH were expanded into an area south of the 6.2-acre parcel. However, no record was found of an official annexing of this area. During this period, the circulation system was altered when the circular driveway was removed from its original location. A new entrance driveway to PCFH was built south of the houses, outside the boundaries of the 6.2-acre parcel. This is the current entry and driveway and is paved with asphalt. The driveway extends onto the

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property; the area between the Hatchery, garage, and shed and houses is paved and is used as a parking lot or work area. Other additions to the facilities in this new area include two pump houses, two earthen ponds, a footbridge across Lost Man Creek, a fish ladder, and a carved redwood salmon named Indomitable. The additional area of land south of the 6.2-acre parcel and the features located in this area were not part of the historical operations at PCFH during its period of significance (1936-1946) and are not within the boundaries of the historic district. These features are described following the description of the features of the historic district.

Buildings and Structures

At the time the survey was made in July 1996, the windows and doors of the buildings had been nailed shut with plywood. The doors were opened temporarily for the purposes of the survey, but the windows remained shut. All the buildings were originally whitewashed, but since 1981, have been dark red with cream colored trim. In addition to the existing buildings described below, two others have been demolished and a mobile home has been removed. A bachelor's cabin built in 1928 for the Prairie Creek Station (experimental), on the south side of Lost Man Creek, was demolished about 1967. The third house, built in 1936, was demolished about 1972. A mobile home moved to a concrete pad on the east side of the shed was sold and moved away about 1992.

Water Supply and Fish Ponds

Much of the original water supply system has been destroyed or removed. The original dam, now referred to as the upper dam, was largely removed in 1988. When the dam was removed, so were the intake, the fish ladder, and the pond behind it, which backed up about 800 feet. Fragments of the wing walls which anchored the dam to the banks of Lost Man Creek are still in place. Most of the pipeline, except the stream crossing, described below, are gone. The pipeline lay falling apart and unused on the ground during most of the 1960s, and washed away in a flood in 1971-1972. The original filtration tank was removed about 1962-65. The domestic water supply system was taken apart and the original domestic water tank was reused inside the hatchery. Other structures which were added after 1955, including an electric weir, two mechanical weirs, and two silt fences have since been removed. A pond, levee, and culvert from 1967 to 1970 are silted up and overgrown with plants. Two pump houses and interior features of the hatchery are described, below, as part of the buildings in which they are housed.

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Landscape Features

No visual or written record of the landscape of PCFH during its period of significance (1936 to 1946) was found. Descriptions of the landscape provided by people who lived there during this period provided the record of this aspect of the hatchery facility. The entrance to PCFH was from U.S. Highway 101 and was located between the Hatchery and the Superintendent's house. In the center of the driveway were dahlias, a stand of second growth redwoods, and a flagpole with a cross bar for two flags. South of the houses was a concrete sidewalk that remains in place today. It is not known if there were other sidewalks or when the existing sidewalks were built. South of the sidewalk were located clotheslines and a garden. Today, this area is the location of the gravel-lined, rectangular ponds. The tri-annual water licensee reports mention lawns; rhododendrons grew on the property; and at the north end of the garage-shop Cecil Bruner roses grew over the remains of a large tree stump. The landscape during the period of significance was rural in character.

Today, except for the lawn and concrete sidewalk located to the south of the two houses, the landscape features and ornamental plants appear to have been put in place after the period of significance. The driveway was moved to its present location in the early 1960s and is now paved with asphalt. In the place of the original driveway, an ornamental fish pond was built in ca. 1962. This rectangular pond is faced with irregular cut stone laid in concrete mortar. Also at this same time, entry porches and low, retaining walls for planting beds were built of the same materials and added to the Hatchery. Plant materials around the Hatchery (including rhododendrons on the south side, evergreen hedge on the west side, and lilies and ferns on the north side) most likely date from the early 1960s or 1970s. (The evergreen hedge, lilies, and ferns were planted by Steve Sanders.) Today, although the setting of the facility remains rural, there has been an increase in the area of the property that is paved. There were no major paved areas during the period of significance. The resulting loss of lawn area and space devoted to gardens has altered the character of the property.

Other plant materials include: a holly, roses, and ferns on the front (north) side of the superintendent's house; an evergreen shrub and ferns on the front (north) side of the assistant's house; roses and blackberries growing along the east side of the driveway next to the fence; blackberries growing outside the fence along U.S. Highway 101 right-of-way; a hedge along the west side of the raised, concrete tanks, a row of trees planted along the fence on the western side of

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the property; and a red plum tree located just inside the entry gate. (Steve Sanders planted the red plum and trees along the western side of the property.) All of these plant materials appear to have been planted, or in the case of the blackberries grew, after the period of significance; all appear to have been planted separately; and they were not planted as part of a plan.

Description of the Historic District

Contributors

Hatchery (1936). The Hatchery is a rectangular, gable-roofed building measuring 41 by 130 feet and oriented east-west. It is a wood-frame structure with 5½ by 6 inch posts which rest on a foundation of concrete posts, and which support braced English trusses (Urquhart 1950:401). The vertical members of the trusses are round steel bars; the diagonal members are wood. The members of the trusses are fastened together and to the posts by steel bolts. The trusses support a gable roof with overhanging eaves and paneled soffits. The roof is clad in corrugated metal except for one fiberglass panel on the north side. Between the posts of the side walls, and in the end walls, are stud frames, to which is attached 7-inch wide, V-groove siding. Generally, between every other pair of studs is a two-over-two double-hung window. Vents at the tops of the gables provide for air circulation. The Hatchery is entered through doors in the centers of the east end and the north and south sides, and at the south end of the west wall. The side doors are replacements of hollow core construction. The east end door is paneled. Outside the east end of the building is a shed-roofed lean-to, covering a "Harmon Cooler" refrigerator installed in the 1970s.

Inside, the two easternmost bays are partitioned and the seven remaining bays are open. Above the partitioned spaces is a loft. The partitioned area is divided by a central corridor, with a food preparation area on the north side; and a shop, office, and bathroom on the south side. The food preparation area, where liver was ground, includes a storage cooler and a concrete floor tank with a faucet and drain. The shop has built-in shelves and a metal chimney or vent pipe. The office opens not into the corridor, but into the main hatchery space. Knob and tube fixtures indicate that electricity was provided early in the life of this building.

The remainder of the Hatchery interior is a column-free space, open through the trusses to the underside of the roof. During the period of state operation, from 1936 to 1955, there were 80 troughs in the

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Prairie Creek Fish Hatchery Page 6

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building. Troughs are narrow open flumes which step down from north to south, in which the eggs are hatched and the fish start to grow. Today there are six pairs of redwood troughs at the west end, fed water by a flume along the north wall. Each trough steps down at the center. Between the troughs and the partitioned area are two sunken rectangular tanks of reinforced concrete; four round redwood tanks; and metal racks with plastic incubator trays (installed after 1971). The floor in this area is a raised wood deck added because of water damage to the original floor below (Will 1996) (see Photos 9-12).

Superintendent's House (1936). The westernmost of three original houses was originally designated the superintendent's house and was slightly larger than the others. It is a rectangular building (26 feet 3 inches by 38 feet 6 inches) oriented north-south, with a small back porch abutting the southern boundary of the parcel and a front porch (12 feet by 7 feet 6 inches) facing the open space where the circular drive had been. It is a stud-frame structure on a foundation of concrete posts. The walls are clad in 7-inch V-groove siding. The gable roof has overhanging eaves with paneled soffits. The roof is clad in asphalt shingles. The interior is lit by wood double-hung windows (one over one), except the upstairs window which is aluminum. There are attic vents at the tops of the gables. Entrances at the front and rear are paneled wood doors with glass upper panels.

The house is entered from the front porch directly into the living room. The living room and rear kitchen occupy the west side of the house. On the east side, there is a bedroom in each corner with a short corridor and a bathroom in between. A stair in the northeast corner bedroom leads up to an attic bedroom. Interior finishes originally included wood baseboards and cornice moldings, and wood battens between paperboard wall panels. Original finishes are intact in the corridor and the southeast bedroom, as is most of the standard manufactured hardware. Heat is provided by a wood stove (which replaced an early stove about 1971) in the living room, vented through a metal flue to a brick chimney on the roof. Electricity and plumbing were originally provided. The bathroom is partially remodeled, but retains some original tile and fixtures. The northeast bedroom, living room, and kitchen have been refinished. The attic bedroom was finished about 1943.

In appearance, the house is a simple bungalow by virtue of its massing and the pitch of its gable roof, echoed in its porches. Otherwise, it is undecorated.

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The fencing on the south side of the house was not an original part of the structure and was added in the 1970s or 1980s (see Photos 13 and 14).

Assistant's House (1936). This is the easternmost of the two houses standing today, but was originally the middle of three houses. It is a generally rectangular building (26 feet 3 inches by 34 feet 6 inches) with a two foot extension of the kitchen, a small back porch facing the southern boundary of the parcel, and a front porch facing the open space where the circular driveway originally ran. It is a stud-frame structure on a foundation of concrete posts, with walls clad in 7-inch V-groove siding. The gable roof and transverse gabled kitchen bay have overhanging eaves and are clad in asphalt shingles. The interior is lit by wood, double-hung windows (one over one). There are attic vents at the tops of the gables. Entrances at the front and rear are paneled wood doors with glass upper panels.

The house is entered from the front porch into the living room. The living room and kitchen occupy the west side of the house. On the east side, there is a bedroom in each corner with a short corridor and a bathroom in between. A stair in the southeast corner bedroom leads upstairs to an attic bedroom. Interior finishes originally included wood baseboards and cornice moldings, wood battens between paperboard wall panels, and standard manufactured hardware. Original finishes are generally intact in the kitchen, corridor, bathroom, and southeast bedroom. Living room and northeast bedroom finishes have been remodeled. Heat is provided by a wood stove (which replaced an earlier stove about 1971) in the living room which is vented through a steel pipe to a brick chimney on the roof. Electricity and plumbing were originally provided. The attic bedroom is finished in sheet rock, and was not originally a finished part of the house.

In appearance, the house is a simple bungalow by virtue of its massing and the pitch of its gable roof, echoed in its porches. Otherwise it is undecorated.

The fencing on the south side of the house was not an original part of the structure and was added in the 1970s or 1980s (see Photos 15-16).

Garage-Shop (1936). This building is rectangular in plan (48 feet 4 inches by 24 feet 4 inches), oriented north-south, with a gable roof. It is a wood structure with stud walls on a concrete perimeter foundation and a gable roof supported by trusses. The walls are clad in seven-inch V-groove siding. The roof has overhanging eaves with paneled soffits, and is clad in corrugated metal. The interior is lit

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Prairie Creek Fish Hatchery Page 8

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by two-over-two double-hung windows. There is a standard, wood paneled door in either end. Three wide doors on the west side open on rollers, providing access by motor vehicles. Inside, the floors are concrete, with raised sections at either end. At the south end is a partitioned space for storage. At the north end is an oil tank and a gas generator (AC generator, DC exciter) manufactured by International Harvester, with a plate stamped "Signal Corps U.S. Army; Power Unit PE 215."

Although it is unadorned, this building plays an important visual role in the complex due to its location closing the end of the U-plan, and because of the X-framing of its garage doors (see Photos 18 and 19).

Shed (1936). This small shed is rectangular in plan (14 feet 6 inches by 12 feet), oriented north-south, with a gable roof. It is located east of the garage-shop and is the only surviving building which is not part of the main U-plan of buildings. This is a stud-frame structure on a concrete foundation. It is clad in 7-inch V-groove siding. Its gable roof is supported on rafters with collar beams. The roof has overhanging eaves with exposed rafter ends, and is clad in shingles. The single interior space is lit by top-hinged windows in the side walls, and entered through a wide, side-hinged wood door with a diagonal framing member (see Photo 20).

Pipeline stream crossing (1936). The structure which originally served to carry the pipeline across Lost Man Creek is still in place, although the original steel pipeline has been replaced by plastic pipe. The crossing structure is a small suspension bridge with a steel tower on either side of the creek and steel cables. The towers are rectangular frames braced with crossing diagonal members in an X shape. From the cables, a portion of the pipeline and a wooden catwalk above it are suspended (see Photo 21).

Round outdoor water tanks (ca. 1936 to 1943). All, five, round, water tanks located outside the north wall of the Hatchery building were built within the period 1936 to 1943. All the tanks are of reinforced concrete construction and measure 20 feet in diameter. They are sunk into the ground so that they are only a few inches high on the outside, but about a foot deep. The walls are about four inches thick, the bottoms slope slightly to a drain at the center. Today, a pipe is cantilevered from the side toward the center of each tank. This replaces an earlier system for aerating the water. The aggregate in the concrete is exposed below the waterline in the tanks and presents a distinctive appearance (see Photos 22 and 23).

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Non-Contributors

Aeration tower (ca. 1962-1965). This is a concrete frame supporting an elevated wooden aeration tank (see Photo 24).

Rectangular, aboveground concrete tanks (ca. 1973). This pair of reinforced concrete tanks was built in the early 1970s as elements in a redesigned water supply and hatchery process. The rectangular tanks are side by side and share a common wall. Vertical grooves in the concrete walls are designed for the placement of moveable gates. Valves at either end allow water and fish to be moved in and out of the tanks. Each tank is approximately 79 feet long by 10 and 1/2 feet wide (see Photos 25 and 26).

PG&E pole (1984). This pole was installed in 1984 to supply additional electric power needs of the increasingly mechanized facility. The pumps in particular required an additional reliable power supply.

Dedication Pond and Associated Features (ca. 1962). A pond was built between the hatchery and the houses about 1962 when the original driveway was removed from the area. This pond is referred to locally as the "Dedication Pond" and contains a metal plaque inscribed with: "In Memory of Joe D. Walker, Fish and Game Conservationist, Bella Vista Rod and Gun Club." The rectangular pond is approximately 38 feet long and 11 feet wide. It is faced with irregular-cut stone in concrete mortar. At either end of the pond are ornamental plantings of juniper and ferns (see Photos 27 and 28).

Several other features were added to the hatchery at the same time as the dedication pond and are built of the same materials. Wooden platforms with stone-faced steps were added to the south (front) and north entries of the hatchery. A raised stone-faced slab with steps was added to the west entry of the hatchery. In addition, low, stone-faced, retaining walls that contain planting beds were added to the front (south) side of the hatchery on either side of the entry porch. These walls connect to the dedication pond. The planting beds in front of the hatchery contain rhododendron. There is also a stone-faced, planting bed wall along the west side of the Hatchery that contains an evergreen hedge (see Photos 29 and 30).

Lower Dam (1969-1971). The lower dam, consisting of a concrete dam between wing walls, was built to try to maintain a source of water in Lost Man Creek after the original (upper) dam was silted up. The

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lower dam is located upstream about 100 feet from the pipeline crossing.

Foot bridge, fence and picnic table (after 1968). After 1968, Redwood National Park built visitor facilities at PCFH that included a wooden foot bridge across Lost Man Creek, a split rail fence along the east side of the driveway, and a picnic table on the south side of the creek (see Photos 31-33).

Description of Features Outside of the Historic District Boundaries

Pump House (1962). This is a small square building (8 feet by 8 feet) located outside the hatchery property near the new gate that was established in the 1960s on the north edge of Lost Man Creek. This is a stud-frame structure on a concrete perimeter foundation. It is clad in 7½-inch V-groove siding. It has a gable roof with overhanging eaves and exposed rafter ends. The roof is clad in shingles. The building is ventilated by louvered openings on each side and a roof monitor. It has a wood door and no windows. There is a pipe running between the southeast side of the building and the ground above the creek (see Photo 34).

Pump House (1971). This is a small rectangular building (6 feet 3 inches by 8 feet 2 inches) oriented north-south, and located near the southwest corner of the superintendent's residence, outside the boundaries of the parcel. This is a stud-frame structure on a slab foundation, clad in 7-inch V-groove siding. It has a gable roof with overlapping eaves, exposed rafters, and wood shingles. It is ventilated by louvered openings on the sides. The door is missing. Inside is a 40-horsepower Holloshaft Pump Motor (see Photo 35).

Rock-lined earthen ponds (ca. 1965). This pair of ponds was excavated in the area south of the hatchery property. The ponds were lined with rocks and linked at either end by concrete channels with valves and gates. Each pond is approximately 96 feet long and 15 feet wide. Currently, the ponds do not contain water and grass has grown through the rock lining (see Photos 36-38).

Fish Ladder (ca. 1973). This reinforced concrete fish ladder was built to enable returning salmon to climb to the new rectangular concrete tanks (see Photo 39).

Pond, Levee, Culvert (Built ca. 1967-1970). These are overflow facilities to accommodate growing salmon when the normal capacity of the hatchery was exceeded. These facilities consist of a pond on the

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north side of Lost Man Creek about 100 yards above the Lower Dam, a levee, and a culvert. The pond and culvert are silted up and overgrown.

Fencing. There are several type of fencing used at PCFH.

Chain link fence (after 1971). A six-foot high chain link fence along the west boundary of the hatchery, this extends south below the parcel boundary.

Split rail fence (after 1971). A split rail fence is located to the north of the five, round, water tanks outside of the Hatchery. This type of fence is also located to the east of the driveway. The fence consists of three split rails with posts approximately 9 feet on center.

Vertical plank fence (after 1971). Portions of a vertical plank fence remain standing on the north side of the garage-shop and shed, south of the superintendent's house, and south of the assistant's house (see Photo 40).

Features that have been Removed or Demolished

There are several features that were part of the PCFH facilities that have been demolished or removed. Within the historic district, these included the easternmost residence, a cabin on the south side of Lost Man Creek, the original entry and driveway, and a flagpole that stood in the center of the driveway until 1962 (when the entry was moved to its current location). The upper dam, reservoir, and pipeline have also been removed.

Indomitable. There have been two carved, redwood sculptures (approximately 21 feet in length) at PCFH in recognition of a well-publicized salmon which returned to its place of origin in the PCFH by an improbable route through pipes and screens in 1964 (see additional information in Section 8). The first sculpture stood from 1974 until about 1981, by which time it had deteriorated. The second stood from 1981 to 1992 when PCFH closed. Each carved, redwood sculpture of Indomitable was mounted on a metal pole in a concrete pad just inside the new gate. The pole, concrete pad, and a dedication plaque remain. The dedication plaque reads: "As a lasting tribute to the never ending struggle within nature for the survival of the species...This replica of the indomitable salmon was presented to Humboldt County and its Prairie Creek Fish Hatchery on March 5, 1974, by the following as a symbol of the interdependence and common spirit that binds man to nature and all living things." Also remaining are stone-faced steps from the driveway down to the concrete pad (see Photo 41).

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Continuation Sheet**Section number 8 Page 12a**Prairie Creek Fish Hatchery-- addendum to summary paragraph on significance, section 8,
page 12**

Prairie Creek Fish Hatchery's features and attributes, as described in the summary paragraph on page 12, make it representative of the nature of pre-World War II functions of hatcheries in California, and illustrative of significant changes in hatchery goals and infrastructure in post-war years. This hatchery evidences basic trends in the uses and designs of hatcheries, in perceptions of environmental issues (especially the impacts of dams), and in government actions and programs considered appropriate to address those issues. California law established a Fish Commission in 1870. In reaction to the depletion of fish stocks by overfishing and by habitat changes resulting from logging and mining, the program was intended primarily to conserve and restore fish in California waters for sport fishing. Sport fishing is a facet of the history of developments in tourism and outdoor recreation, and in this era it was fostered as railroads and then automobiles made fishing sites in more remote areas accessible to more people. By the mid 1920s, the federal Bureau of Fisheries began to support hatcheries because of the potential benefits to commercial ocean fishing. Growing awareness of the impacts of dams led in 1934 to federal legislation mandating hatcheries to mitigate the effects of dams on fish stocks. This mitigation became an additional major emphasis of hatcheries programs, along with support of sport and commercial fishing. Funding available under the 1947 Wildlife Conservation Act further stimulated the development of new hatcheries built for mitigation purposes. Between 1947 and 1988, such hatcheries tended to be larger, more mechanized, less labor intensive, and to use more electrical power, all of which made them different in design and function from previous hatcheries like the one at Prairie Creek. The Prairie Creek Hatchery, as a facility reflective of the qualities and uses of earlier hatcheries, thus represents aspects of conservation and recreation history in pre-war California.

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plan under consideration was the establishment of a hatchery on Redwood Creek (California Department of Natural Resources 1931:52-53). "Nevertheless, the hatchery continued hatching steelhead, cutthroat trout, silver salmon and King salmon eggs and distributing the fry in waters of Humboldt and Del Norte Counties through 1936" (Leitritz 1970:67).

For the period of its temporary status, from 1928 to 1936, the predecessor to PCFH was named "Prairie Creek Station (Experimental)" (California Department of Natural Resources 1931:52). More loosely, it was referred to by its two functions, as "Prairie Creek Egg Collecting Station" and "Prairie Creek Hatchery" (Leitritz 1970:67). At least in its first year, it appears to have been located on the west side of the highway (rather than on the east side as it is today). Sometime before 1935, it was moved to another temporary location on the south side of Lost Man Creek (this is east of its present location). A 1935 survey map showed a rectangular hatchery building on the south side of Lost Man Creek on the section line, just east of the midpoint of the section line with a house shown west of the midpoint (Elam 1935). Thus, during the period 1928 to 1936, the temporary hatchery appears to have been originally located west of Highway 101 and west of the present location of PCFH. Later, it was relocated south of Lost Man Creek and east of the present location of PCFH.

The buildings and facilities of the temporary hatchery are also incompletely known. An undated photograph of the "Prairie Creek Hatchery" at the State Archives may be the tent hatchery of the first season (1928-1929). This is a rectangular stud-frame structure with gabled roof framing. The lower walls are clad on the outside by horizontal wood planks. The roof, upper walls, and gable ends appear to be draped in white canvas. The building is situated among tall trees. The photograph is taken along a path leading diagonally to a corner of the structure.

Another undated photograph published in 1970 of the "old hatchery building, Prairie Creek" (Leitritz 1970:67) is an image of a structure with a similar shape, in a similar setting, from the same diagonal point of view. This structure appears to have the same horizontal siding on its lower walls, but its upper walls have been enclosed with windows and it has a solid roof with overhanging eaves. It appears to be a wider building, but the use of a different camera lens for the two photographs makes them hard to compare. This may be the same building as shown in the apparently earlier photograph, with

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improvements to the structure; it may be another building on the same site; or it may be another building on a different site.

Another undated photograph from the State Archives labeled "Main Racks Prairie Creek" is an upstream view of what appears to be a spillway with wooden box-like structures below the spillway.

One of the two cabins described in the *30th Biennial Report*, for 1926 to 1928, may be the same structure shown on a survey of the property in 1935 situated on the section line on the south side of Lost Man Creek (Elam 1935). A hand-drawn addition to a map made by the Department of Fish and Game later in 1935 showed the cabin just north of the section line (California Department of Natural Resources 1935). In 1962, the cabin was shown on another map at this same location (Larson & Macmillan 1962). In fact, both cabins may have survived into the 1970s (Sanders 29 July 1996); if the second cabin was south of the first, it would not necessarily have been shown on any of these maps.

Although there is no physical evidence, it seems possible that the garage built in 1929-1930 may survive either moved or on its original site as the shop or shed. Because the garage was described as a major improvement, it seems unlikely that it would have been simply abandoned. Rather, like the employee cabins but unlike the temporary "tent hatchery," it may have been reused in some form.

Prairie Creek Fish Hatchery

Construction of PCFH

In 1935, the Department of Natural Resources, Division of Fish and Game initiated steps to replace the temporary Prairie Creek Station with a permanent hatchery. Until this time, the hatchery had operated on land leased from the Hammond & Little River Redwood Company and its partner, the Hill-Davis Company, and had relied primarily on temporary facilities including a tent hatchery and a flume (presumably an open, wood structure). To build a permanent hatchery, the land had to be surveyed and purchased; it was necessary to get a license from the Department of Public Works, Division of Water Resources to take water from Lost Man Creek; and the buildings and other features of the hatchery facility had to be designed and built.

In May of 1935, the Division of Fish and Game had a survey made to accompany its application to the Division of Water Resources (California Department of Natural Resources 1935). On the map

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prepared by the surveyor, the following features were shown: the proposed hatchery property; the route of a pipeline from an upstream point of diversion to the hatchery property; and the point of diversion on Lost Man Creek. The hatchery property was an L-shaped piece of land (later described as 5.8 acres) consisting of a main east-west section, generally rectangular in shape, and a small panhandle projecting southward from the east end. The main part of the property was crossed by Lost Man Creek flowing northeast to southwest, from the east end to the center of the southern boundary; and the west end faced the Redwood Highway. The southern boundary of this section of the property was the line between Sections 14 and 23 of Township 11 North, Range 1 East, south of which was the property of Robert McIntosh. A comparison with another survey made just prior to this map suggests that the southward panhandle at the east end of the property was included in order for the old temporary hatchery to fall within the boundaries of the new fish hatchery property (Elam 1935).

For the purposes of the application, several features of the proposed hatchery were shown by the surveyor with dashed lines to indicate their proposed location and the general functioning of the facility. On the west half of the property between Lost Man Creek and the Redwood Highway, several buildings were shown including a rectangular hatchery, a garage, two houses (for a superintendent and an assistant), and a "B.Q." (Bachelors' Quarters?). A discharge flume was shown leading from the southeast corner of the hatchery in a southeastward direction to Lost Man Creek. In addition, a tank was shown near the east end of the hatchery which was the terminus of a 3,000-foot, 12-inch pipeline from the point of diversion. The route of the pipeline was shown as a dashed curve which crossed Lost Man Creek, passed across the eastern boundary of the L-shaped property, traveled east across adjacent portions of Township 11 North, Range 1 East, and curved south along the left bank of Lost Man Creek to the point of diversion on the south side of the meandering creek.

The map was prepared with the size and shape of the property shown as they were later established, and the facilities shown partly as they were established (California Department of Natural Resources, Division of Fish and Game 1935b). However, marked by hand on the map were corrections which showed the property as it was actually built. These hand corrections, which are not dated, were as follows: a domestic water tank is shown north of the group of buildings; the garage is turned from an east-west orientation to a north-south orientation, occupying the space of the building later called the shop; a small shed was built ^{shown} east of the south end of the garage-shop; a third house, for an assistant, was shown between the houses of the

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Man Creek and the point of diversion on Lost Man Creek (Humboldt County Recorder 1936).

According to the "Progress Report by Permittee" for 1937, prepared 8 October 1937, all work on the hatchery was complete "at a total expenditure of approximately \$20,000 for materials, labor and service." At the time of the report, the hatchery was not using as much water as it expected it would need, and was not in full operation (California Department of Public Works 1937). By the end of the year, this was achieved: "During 1937, the rebuilt Prairie Creek and Basin Creek hatcheries were put into full operation" (California Department of Natural Resources 1939:35), with 80 troughs and four tanks (Leitritz 1970:67) and the description as an egg collecting station was dropped (Leitritz 1970:13). The buildings were built under the supervision of a state employee who hired local carpenters to do the work. Glen Nash, now retired in Eureka, recalls building two of the houses with one other man. They worked from a set of plans provided by the state and used virgin redwood milled locally. He considers the houses well designed and well built, but "nothing fancy." At the time they were built, there were more trees on the site. During the period of construction, the workers stayed in a motel in Orick (Nash 1996).

The progress report for 1938, filed 14 October 1938, stated that maximum use of water had been reached, a prerequisite to inspection for permanent licensing. This was clarified in a letter on 25 October 1938 stating that the entire capacity of the water line was not being used, but that it would be used when additional tanks were installed "at some indefinite time in the future" (California Department of Natural Resources 1938).

Following the assertion in the progress report for 1939 (California Department of Public Works 1936-1939) that maximum use of water had been reached, the facility was inspected on 18 September 1940. This inspection was conducted by A.S. Wheeler, assistant hydraulic engineer for the Division of Water Resources, accompanied by Allan F. Pollitt, hatchery foreman. Facilities noted in the inspection were a concrete dam (8 feet high, 175 feet long) "with a plank apron and a 4' x 54' spillway at the center"; a conduit consisting of "4' of 16" and "3000' of 12" pipe" discharging into a filtration tank (22.6 feet x 16.6 feet x 7.8 feet) with three 8-inch distribution lines; three houses occupied by fourteen people; one house with a sink only for two people; a hatchery with 40 double rearing tanks and a meat room; five outside ageing tanks; 800 square feet of flowers and ornamentals; 2,825 square feet of lawns; an aquarium; and a 1,980 gallon domestic water tank. The objective of the facility was to raise annually

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1,750,000 fish, 150,000 of which would be over three inches long (California Department of Public Works 1941). Following this report, License for Diversion and Use of Water No. 2355 was issued (California Department of Public Works 1942) for 1.86 cubic feet per second, enabling PCFH to operate on a permanent basis.

PCFH Facilities and Operations Prior to 1955

Once the license had been issued, new reports were filed with the Division of Water Resources every three years. Reports continued to be made every two years by the Division of Fish and Game in the *Biennial Reports*. Looking back, Leitritz wrote, "During the 1940s, silver and king salmon and cutthroat, rainbow, and steelhead trout were produced. The installation also served as headquarters for rescue work on north coastal streams" (Leitritz 1970:67). The superintendent of PCFH from 1943 to 1949 was Steven Paul Smedley. Smedley's son, Glen, now a retired Del Norte County Supervisor in Crescent City, was a teenager living at the hatchery during those years and recalls the place and its operation well. When the Smedley family moved in, the only electricity at the hatchery was provided, unreliably, by a hand cranked, blue Kohler generator in the north end of the shop. Water was delivered in a pipeline carried across Lost Man Creek on a suspension bridge with a walkway above the pipe. The dam where the pipeline began was a wood frame structure of rocks, with a trap and holding boxes at the north end. The pipeline ended at an elevated water filter located behind the east end of the Hatchery, where the easternmost round tank now stands. The filter was a wood cage full of rocks. When the water had passed down through the filter, it was distributed to the Hatchery, to five round concrete tanks on the north side of the Hatchery, and to the domestic water tank. At the Hatchery, it was carried in a flume across the north side of the building and distributed to the troughs. From the bottoms of the troughs, it was carried as waste in an outfall line southward into Lost Man Creek. From the filter, another pipe carried water to a pump north of the Hatchery, which raised it 60 feet to a tank on the hillside for domestic purposes. This was a round, redwood tank on a stand, covered by a roof. Gasoline was pumped by hand in front of the shop. The shed east of the shop was used for storage of "presto logs" to heat the houses (Smedley 1996).

The entrance to PCFH from Redwood Highway was a circular driveway between the Hatchery and the three houses. In the center of the driveway were dahlias, a stand of second growth redwoods, and a flagpole with a cross bar for two flags. South of the houses (where the raised tanks, pump houses, and earthen ponds are now) were

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and a new aeration tower was built by Humboldt County. Silted creek water and, especially, well water could be improved by passing through the aeration system.

Around 1965, the ornamental "dedication pond" was built where the driveway had been, between the Hatchery and the houses, and, to modernize the hatchery process, two, rock-lined, rectangular ponds were dug in the earth south of the houses. Inside the Hatchery, metal racks were placed for incubator trays, replacing the baskets with fertilized eggs which were previously put in the troughs for hatching. Now, fertilized eggs were placed in incubators until they grew into fry; fry were placed in troughs until they were big enough to move to the round tanks; and later to the rock-lined earthen ponds. The growing fish were fed dry pellets in place of ground liver (Humboldt County 1966; Sanders 1996; Sanders, Joanne 1996; Will 1996). Under superintendent Steuer, the cabin across Lost Man Creek was demolished (Sanders 1996); the lower dam was completed in August 1969 (California State Water Resources Control Board 1970); facilities, consisting of a pond on the north side of Lost Man Creek about 100 yards above the Lower Dam, a levee, and a culvert, were built to accommodate growing salmon when normal capacity at the hatchery was exceeded (Sanders 1997; Anderson 1997); and there was "quite a bit of construction work in and along Lost Man Creek." Because of problems with the water and construction work, no water was taken from the creek in 1968-1969 (California Department of Fish and Game 1970).

In early 1971, Steve Sanders took over as Superintendent. Under Sanders, additional changes were made to improve the operation, which, because of poor water quality, "was on its last legs" (Sanders 1996). At that time a new water intake was under construction and nearly complete. This never produced satisfactory water. Instead, in 1971, a new well was dug and a new pump house built for it which were located behind the superintendent's house (Joanne Sanders 1996; California State Water Resources Control Board 1974). A new pump for this well was purchased in 1973 (Humboldt County 1992), and a new pole for increased power was installed east of the Hatchery by PG&E in 1984. An electrical weir, superseded by mechanical weirs, was placed in the stream at the base of a new concrete fish ladder. Fish were diverted up the ladder into a pair of new, rectangular, aboveground, concrete tanks. The old domestic water tank (8-foot diameter) was brought down the hill and placed inside the Hatchery next to the three existing tanks (10-foot diameter). More incubators were also purchased for the Hatchery. To provide better feed than pellets, a walk-in cooler was built outside the east end of the Hatchery for frozen meat (Sanders 1996).

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established the Fish Commission in 1870 stated that the purpose was "to provide for the restoration and preservation of fish in the waters of the state" (Shebley 1927a:164). While the language of the act implied a fish conservation motive, the unstated, underlying purpose was to stock streams for sport fishing. Many streams and lakes had become depleted from overfishing and habitat changes, such as those caused by logging and hydraulic mining. California waters were stocked both with native fish and with exotics, imported from other parts of the United States, whose only purpose was sports fishing. The rise of sport fishing was associated with larger cultural developments, notably the rise of tourism and an interest in the outdoors, another manifestation of which was the establishment of the Sierra Club in 1892. In 1890, state officials persuaded the Southern Pacific Railroad to transport fish from hatcheries to streams for free because of its association with tourist travel on the railroad (Shebley 1927a:170). Sport fishing increased in the early 20th century with the introduction of the automobile, which provided larger numbers of sports fishermen with access to more streams and lakes in increasingly remote areas (Stickney 1996:132, 136).

Sports fishing was the first important reason for fish hatcheries, and it has continued to be one important reason throughout the history of hatcheries, up to the present day. Sport fishing has had a growing economic value to the state, from the generation of sales of fishing and camping equipment and traveling expenses; and, since 1913, the sale of fishing licenses. Today, the state takes in over \$2,000,000 a year in fishing licenses, and it is estimated that billions of dollars in sales are added to the economy (Barracco 1997).

In the 20th century, other reasons arose for hatcheries which came to have equal or greater importance than sport fishing. The effect of hatcheries on commercial ocean fishing was long hard to quantify and the subject of debate during the late 19th and early 20th centuries. Then, in 1924, the U.S. Bureau of Fisheries began supporting hatcheries for that reason (Stickney 1996:134-135). In the late 1940s, mechanization of commercial fishing boats resulted in a substantially increased commercial catch. Today, private organizations of commercial fishermen pay the state to supply 4,000,000 salmon a year to augment ocean fishing (Barngrover 1997).

From the beginning, a secondary reason for hatcheries was for the conservation of fish species. The increased damming of streams for hydroelectric power, irrigation, and water supply in the early 20th century contributed to an enhanced recognition of the relationship between habitat changes and to a growing interest in conservation.

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For example, the Pit 1 hydroelectric facility in Shasta County was nicknamed "The Fish Killer" even before it was completed in 1921 (Hay and Corbett 1992:19-5). In 1934, new hatcheries were required by federal law to mitigate the losses caused by dams, an action regarded at the time as a conservation measure.

From 1947, when large amounts of money became available for the state hatchery program following passage of the Wildlife Conservation Act of 1947, to 1988, nearly all new hatcheries were built for mitigation purposes. This coincided with increased mechanization and a premium on economy and efficiency. Generally speaking, old, small hatcheries were closed, and larger, modern ones were built. The emphasis of the hatchery program shifted in this period away from the support of sport and commercial fishing and toward mitigation (Barngrover 1997).

In 1988, the California Salmon and Steelhead Restoration Act and related federal legislation shifted the emphasis of the hatchery program and state policy toward fish preservation. New objectives, unrelated to those of the past, included the improvement of genetic strains through natural reproduction, and preservation or restoration of habitat, rather than focusing only on the supply of fish. Under this new policy, hatcheries have a diminished role (Barngrover 1997; Barracco 1997).

In summary, hatcheries were first built in California, beginning in the 1870s, primarily for sport fishing, and were associated with the development of tourism and economic development. From the mid-1920s, hatcheries were also developed to support commercial fishing. A major new reason for hatcheries was established in 1934, to mitigate for the losses created by dams. Support of sport fishing, commercial fishing, and mitigation continued as the primary objectives of the state hatchery program, influenced by trends toward mechanization, economy, and efficiency in the period 1934 to 1988. In 1988, state and federal policy shifted the emphasis of the hatchery program toward improving genetic diversity through natural reproduction and to conservation through habitat preservation, improvement, or restoration.

Fish Culture in California

With the tremendous boom in the population of California beginning with the Gold Rush in 1849, there was a rapid decrease in fish and other aquatic creatures from overfishing in some areas. In 1851, the state passed a law "concerning oysters and oyster beds"; in 1852 and 1854, laws were passed outlawing obstructions which inhibited salmon in streams; and in 1861, the first laws were passed protecting trout.

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The issue was first addressed in a comprehensive manner with the establishment of the California Fish Commission in 1870, and the authorization, in 1871, of a federal Commission of Fish and Fisheries for each state (Leitritz 1970:8).

The purpose of the California Fish Commission, consisting of three commissioners, was "to provide for the restoration and preservation of fish in the waters of the state." This was to be accomplished by the establishment of 'fish breedereries' to stock and supply streams, lakes and bays with both foreign and domestic fish, to purchase and import spawn and ova, to employ fish culturists and other needed help, to construct fish ladders, and to distribute spawn and ova to fish breeders," and to provide for the conservation of fish (Leitritz 1970:8). The first work of the California Fish Commission was to import exotic trout and plant them in California waters. From 1871 to 1908, 15 species of trout were introduced to California. In 1882, striped bass were brought from Red Bank, New Jersey to Suisun Bay (Shebley 1927:166-169).

During the 19th century, "hundreds of lakes and streams were stocked" (Shebley 1927:169). Typically, small fish were carried in cans from the hatchery by rail. Various means were devised to keep the water in the cans cool and aerated. From the railroad, cans of live fish were carried by army ambulance wagon to the water where they were "planted." Or, if roads were not adequate for wagons, they were packed in on mules. After 1893, the California Fish Commission arranged for free delivery of its fish by the Southern Pacific Railroad. "As the demand for fish increased with the ever-increasing population of the state and the capacity of the baggage cars on the different railroads was often overcrowded with fish cans", the commission obtained its own specially outfitted rail car in 1907. Beginning about that time, trucks became available for deliveries, and with the gradual construction and improvement of roads, transformed not only the delivery process, but the possibilities for locating hatcheries (Shebley 1927:171-172).

Over the years, the name and structure of the California Fish Commission changed. In 1909, the Board of Fish Commissioners became the Board of Fish and Game Commissioners, reflecting expanded responsibilities since 1878. In 1927, the Fish and Game Commission and several other state entities were joined together under the newly created Department of Natural Resources. Within the Department of Natural Resources there were four new divisions including a Division of Fish and Game under a new Fish and Game Commission. Within the Division of Fish and Game were nine new bureaus including the Bureau

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of Fish Culture which operated hatcheries; the Bureau of Patrol which planted trout; and the Bureau of Hydraulics which installed fish ladders. At that time there were 18 hatcheries and 20 egg collecting stations (Jordan 1928:177-181). Later, in 1952, the Division of Fish and Game became a separate department (Department of Fish and Game) outside the Department of Natural Resources (Leitritz 1970:9).

An essential aspect of the work of the California Fish Commission and its successors was the establishment of fish hatcheries. In the last quarter of the 19th and the first half of the 20th centuries, many stations were set up first with temporary facilities as "experimental" stations before being established on a permanent basis. Even so, many of these were closed within a few years of opening. Out of 169 experimental and permanent hatcheries and egg collecting stations established between 1871 and 1960, only 23 were still in operation in 1960. Among the problems encountered in establishing hatcheries, those associated with an adequate, year-round supply of clean, cool, aerated, low-nitrogen water were most important. Problems related to water quality included dams and other obstructions downstream and run-off upstream causing silt and affecting water quality and temperature. Although hatcheries went through a lengthy licensing process to take water from streams, the possession of a license was no guarantee that additional licenses would not be granted to others on the same stream for activities that would ruin conditions for the hatchery. Floods, fires, politics, and economics all posed dangers to established hatcheries as well (Leitritz 1970:10-14).

The first two hatcheries in California were established in 1870, and from 1870 to 1915, there was a steady pattern of construction of new hatcheries and egg collecting stations, with one or two opened in most years. The size and character of these facilities varied according to location, purpose, and period of construction. Beginning in 1913, fishing licenses were required in California, with the fees going to support the building of hatcheries and other work of the California Fish Commission. From 1916 to 1927, the pace of hatchery construction increased, with three to six new facilities opening in most years. One reason for this was the expanding use of trucks. In 1927, the year before PCFH was opened as an experimental facility, there were nine hatcheries operating "where the fish are planted by the hatchery foremen and crews by the use of trucks. These fish are always delivered in good condition as the trips are short and the fish are carried in trucks and can be given better care. These are mostly small hatcheries that are used to furnish a supply of fish for nearby streams and lakes" (Shebley 1927:172).

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storage, maintenance, and fuel; indoor and outdoor ponds for growing fish; pipelines and other facilities for delivery of suitable water to the hatchery; fish ladders and other features to facilitate the return of fish to a hatchery. Remote hatcheries and almost all hatcheries built before World War II had housing for a superintendent and workers. Hatcheries required access to transportation, to receive feed, eggs, and other supplies, and to ship fish. Until after 1900, this always meant access to a railroad. After 1900, this increasingly could mean automobile roads. Apart from lighting, heating, plumbing and other systems for the comfort of workers, electricity was used at hatcheries for pumps and other machines when it became available - from generators or by hookups to outside sources. Finally, all hatcheries have needed a reliable source of good water, which has usually meant a stream, but may also include wells.

A hatchery is a complex which includes all of these features. However, the way in which these features exist within individual hatcheries can take various forms: compact or spread out; small or large; plain in appearance or decorated; consist of the minimum of features or of many buildings, hydraulic features, and other equipment; lack any utilities or be dependent on electric power to run a variety of devices to move and treat water, feed fish, medicate fish, spawn fish, open and close gates, count eggs, weigh and grade fish (Leitritz 1976).

The key building in any hatchery facility is the hatchery building, a type of structure whose requirements for good light and unobstructed space for troughs, tanks, and water conduits have remained constant for a long time. Hatchery building interiors from 1915 (Mt. Shasta), 1936 (PCFH), 1953 (Lake Almenor), 1958 (unidentified), and 1973 (unidentified) were all large rectangular, column-free rooms with bands of windows on outside walls (Leitritz 1965:78,114; *California Fish and Game* 1934:132). The Lake Almenor Hatchery appears identical to PCFH in construction and interior space. The exteriors of hatcheries built as early as 1881 suggest that the same type of space was already provided by that time (Leitritz 1970:17, 25). While old hatchery buildings can still serve modern needs, many have been replaced due to wear and tear, especially induced by constant overflows of water onto walls and floors. Floors have often rotted out of hatcheries (Will 1996).

Other buildings at hatchery facilities appear to have been ordinary examples of their times, whether garages, sheds, or houses. For example, the superintendent's residence at the first Tahoe Hatchery of 1896 was a saltbox in form, a typical inexpensive house of its day

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hatchery operation, among state hatcheries. The second Tahoe Hatchery building may survive, but it was closed as a hatchery in 1956. The remaining state operated hatcheries were either built or largely rebuilt since the 1950s (Gunter 1996; Ellis 1996; Barngrover 1996; Haynie 1996; Corn 1996; Yamashita 1996). Among closed hatcheries, while no survey has been done, PCFH is the only one known to survive largely intact.

EVALUATION

Criterion A

Under criterion A, PCFH could possibly be significant for its association with a pattern of events, either in relation to the efforts of the Department of Fish and Game (DFG) and its predecessors, or in relation to the economic development or social life of Humboldt County.

Under criterion A, in relation to the economic development or social life of Humboldt County, PCFH appears to have been a relatively minor enterprise during the years of state operation (1936 to 1955). During those years the lumber industry boomed in nearby Orick and in the county generally. PCFH employed a maximum of eight people. PCFH was the principal provider of stocked fish for local streams, but little information has been developed to show what that meant in terms of a sport fishing industry. Later, PCFH had relatively greater local importance. (From 1970s to 1992, PCFH was the only county operated anadromous fish hatchery in the United States.) As logging declined, it held a more conspicuous position in the local economy and local life. From the 1970s to early 1990s, it was an effective producer of fish. In response to recurring threats to close it from 1978 until it finally closed in 1992, many arguments were developed for its local significance. However, its entire history as a county facility took place within the last 39 years. Under the criteria of the NRHP, if a property is less than 50 years old, it must possess exceptional significance under criteria consideration G in order to be eligible. PCFH does not appear to possess exceptional significance, and it does not appear eligible under criterion A for its local role in the economic development and social life of Humboldt County.

Under criterion A, in relation to the fish hatchery program of the DFG and its predecessors, PCFH is a rare surviving representative of an important early phase of hatchery history. Hatcheries have been developed in three periods in California. Hatchery facilities were similar in Period I (1871 to 1915) and Period II (1916 to 1946) in

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many ways. They were low technology enterprises with minimal requirements for power. Most were small and in isolated locations, so required housing for workers. They were designed to release small fish, they were paid for by fishing licenses and related fees, and most were built for the purpose of stocking streams for sport fishing. Period I was dependent on railroads for the delivery of fish. Period II was dependent on trucks for delivery. New hatcheries were freed to locate away from railroads. Period III (1947 to present) was very different from Periods I and II. Most new facilities were built as mitigation for dam construction and were paid for by federal and state agencies outside DFG. The facilities were large, modern, highly mechanized, and dependent on substantial amounts of electrical power. They provided less housing for workers, who commuted in automobiles like other Americans. New facilities and remodeled old ones were designed to raise larger fish before they were released.

PCFH is one of only three fish hatcheries to survive intact, among 150 built in the state, from the first two phases of fish hatchery development. It was among the last built before a major program of modernization and mechanization began with Period III in 1947.

Although built in the 1930s, PCFH has more in common with 19th-century hatcheries than it does with those built after 1946. Attributes it shares with earlier hatcheries were its small size, localized region of release, design to hatch and release fingerlings, purpose to stock streams rather than mitigate dam construction, provision of housing for workers, dependence on simple technology with minimal need for power, and funding through fishing licenses and related fees.

Criterion C

Under criterion C, PCFH could be eligible if it "embodies the distinctive characteristics of a type, period, or method of construction" or "represents a significant and distinguishable entity whose components may lack individual distinction," as an example of a fish hatchery complex.

A generic fish hatchery is a facility which includes both buildings and water supply structures. The building complex at PCFH possesses a high degree of integrity, but key elements of the water supply system have been lost (all but a fragment of the dam and all but a portion of the pipeline). Under criterion C, there is a loss of integrity of design, materials, workmanship, and feeling. PCFH appears ineligible for the NRHP under criterion C.

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Contributors and Noncontributors

The following table provides the list of contributing and noncontributing features in the PCFH historic district.

Names	Date of Construction	Contributor	Noncontributor
Hatchery	1936	X	
Superintendent's House	1936	X	
Assistant's House	1936	X	
Sidewalk south of houses	ca.1936-1943	X	
Garage-Shop	1936	X	
Shed	1936	X	
Pipeline Crossing	1936	X	
Five Round, Concrete Tanks	ca.1936-1943	X	
Aeration Tower	ca.1962-1965		X
Raised, Rectangular, Concrete Tank	ca.1973		X
PG&E Pole	ca. 1962		X
Dedication Pond and associated retaining walls	ca.1962		X
Lower Dam	1969-1971		X
Footbridge, Fence, Picnic Table (Visitor Facilities)	after 1968		X

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BOUNDARY DEFINITION AND JUSTIFICATION

The boundaries of the PCFH historic district are those of the 6.2-acre parcel on the east side of U.S. Highway 101. This parcel contains all the surviving components of the PCFH facility during the period of significance (1936 to 1946). Within the boundaries of the historic district, there are both contributing and noncontributing features (see sketch maps).

East of the 6.2 acre parcel, the pipeline, the upper dam, and the pond behind the dam are no longer in existence. Therefore, the curvilinear right-of-way and the footprint of the upper dam are excluded from the boundaries of the district.

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All photographs were taken by Michael Corbett on 11 July 1996. The original negatives are located at the National Park Service office, Redwood National and State Parks, 1125 16th Street, Arcata, California 95521.

- Photo 1: View looking north from Highway 101; Roll 1:15.
- Photo 2: View looking south from Highway 101; Roll 1:17.
- Photo 3: View of PCFH buildings from entry looking north; Roll 1:12.
- Photo 4: View of PCFH buildings from entry looking northeast; Roll 1:13.
- Photo 5: View of residences and Hatchery from driveway looking north/northwest; Roll 2:4.
- Photo 6: View of PCFH buildings from driveway looking northwest; Roll 1:1.
- Photo 7: View of PCFH buildings from driveway looking west; Roll 1:2.
- Photo 8: View of residences from driveway looking southwest; Roll 1:4.
- Photo 9: View of Hatchery showing east (short) and south (long) sides; Roll 1:30.
- Photo 10: View of east side of Hatchery; Roll 1:31.
- Photo 11: View of Hatchery showing west (short) and north (long) sides; Roll 3:12.
- Photo 12: View of west side of Hatchery looking northeast; Roll 3:11.
- Photo 13: View of the front (north) side of the Superintendent's house looking southeast; Roll 3:9.
- Photo 14: View of the back (south) and east sides of the Superintendent's house looking northwest; Roll 3:3.
- Photo 15: View of the west side of the Assistant's house; Roll 3:18.
- Photo 16: View of the front (north) side of the Assistant's house looking southeast; Roll 3:17.
- Photo 17: View of the back (south) and west sides of the Assistant's looking northeast; Roll 3:5.
- Photo 18: View of the front (south) side of the Garage-Shop; Roll 1:29.
- Photo 19: View of the west (long) and north (short) sides of the Garage-Shop; Roll 3:1.
- Photo 20: View of the south (short) and east (long) sides of the Shed; Roll 1:28.
- Photo 21: View of cable for the water pipe from dam looking northeast; Roll 3:34.

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- Photo 22: View of the round concrete tanks located behind (north) of the Hatchery; Roll 1:5.
- Photo 23: Detail of one of the round concrete tanks located behind (north) of the Hatchery; Roll 3:14.
- Photo 24: View of the Aeration Tower looking north; Roll 2:15.
- Photo 25: View of the raised concrete tanks looking southeast; Roll 3:21.
- Photo 26: View of the inside of the raised concrete tanks looking southeast; Roll 3:22.
- Photo 27: View of Dedication Pond and stone retaining wall located in front (south) of the Hatchery; Roll 1:7.
- Photo 28: View of detail of Dedication Pond and retaining wall; Roll 4:15.
- Photo 29: View of entry to Hatchery on the south side; Roll 4:12.
- Photo 30: View of entry to Hatchery on the north side; Roll 4:23.
- Photo 31: View of the split-rail fence located along the eastern edge of the hatchery complex and of the gate leading down to the fish ladder, looking east; Roll 1:22.
- Photo 32: View of the foot bridge across Lost Man Creek looking east; Roll 1:23.
- Photo 33: View of foot bridge across Lost Man Creek looking west to hatchery complex; Roll 4:25.
- Photo 34: View of the north (short) and west (long) sides of pumphouse located on the east side of the driveway looking southeast; Roll 3:28.
- Photo 35: View of the north (short) and west (long) side of pumphouse located south of the Superintendent's house looking southeast; Roll 3:7.
- Photo 36: View of the two rock-lined ponds looking northeast; Roll 1:9.
- Photo 37: View of the east end of the rock-lined ponds looking northeast; Roll 2:5.
- Photo 38: View of the west end of the rock-lined ponds looking south; Roll 4:19.
- Photo 39: View of the concrete fish ladder looking northwest; Roll 4:28.
- Photo 40: View of wooden fence located along the north side of garage-shop and shed; Roll 1:27.
- Photo 41: View of the base where the "Indomitable" sculpture was located looking southeast; Roll 1:11.

United States Department of the Interior
National Park Service

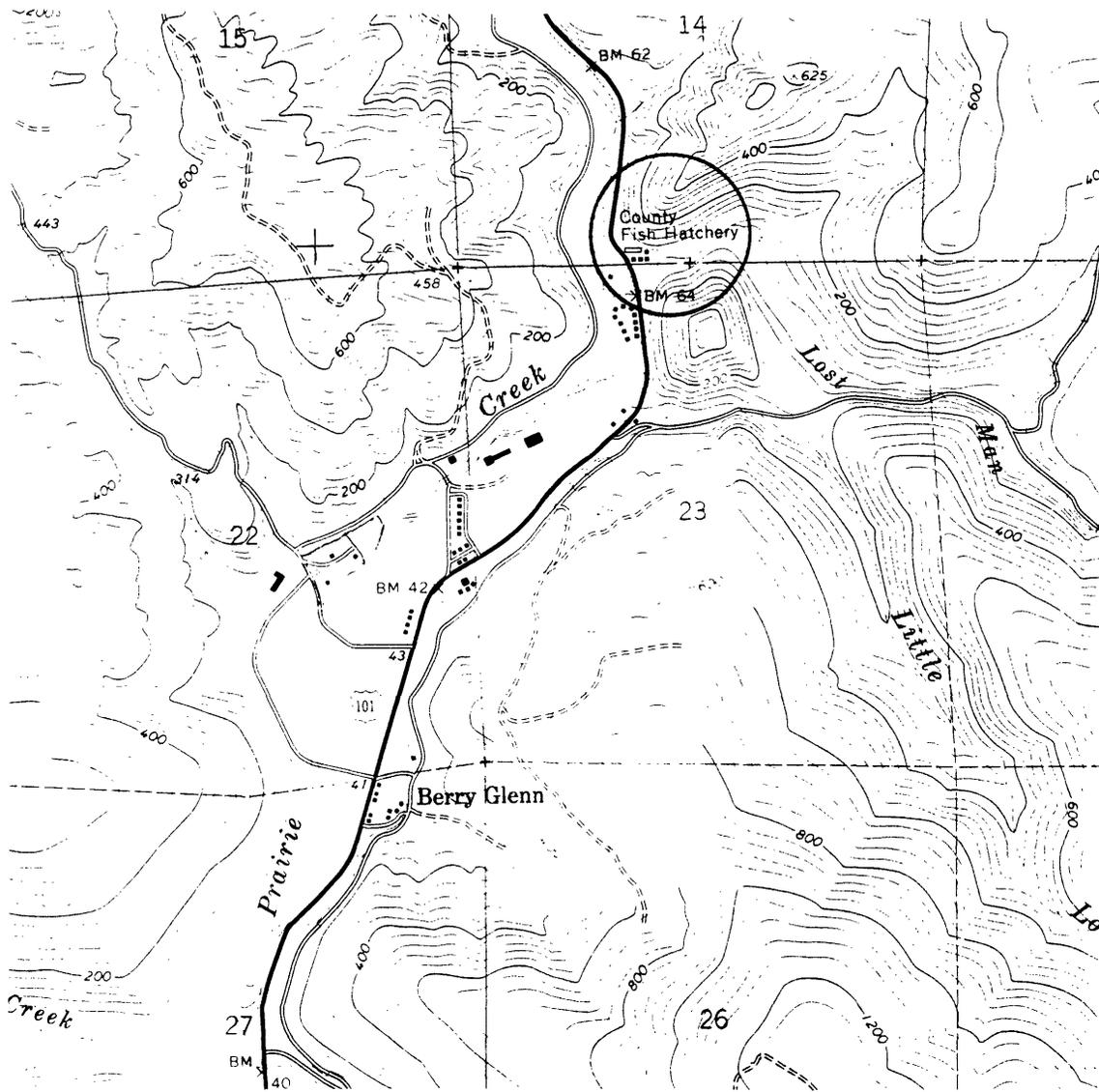
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Geographical Map

Prairie Creek Fish Hatchery

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Orick Quadrangle (1:24,000) 1966 Photoinspected 1975



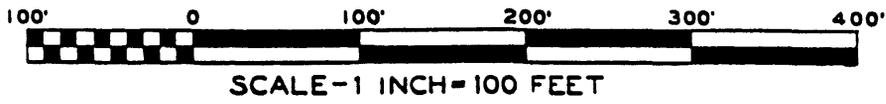
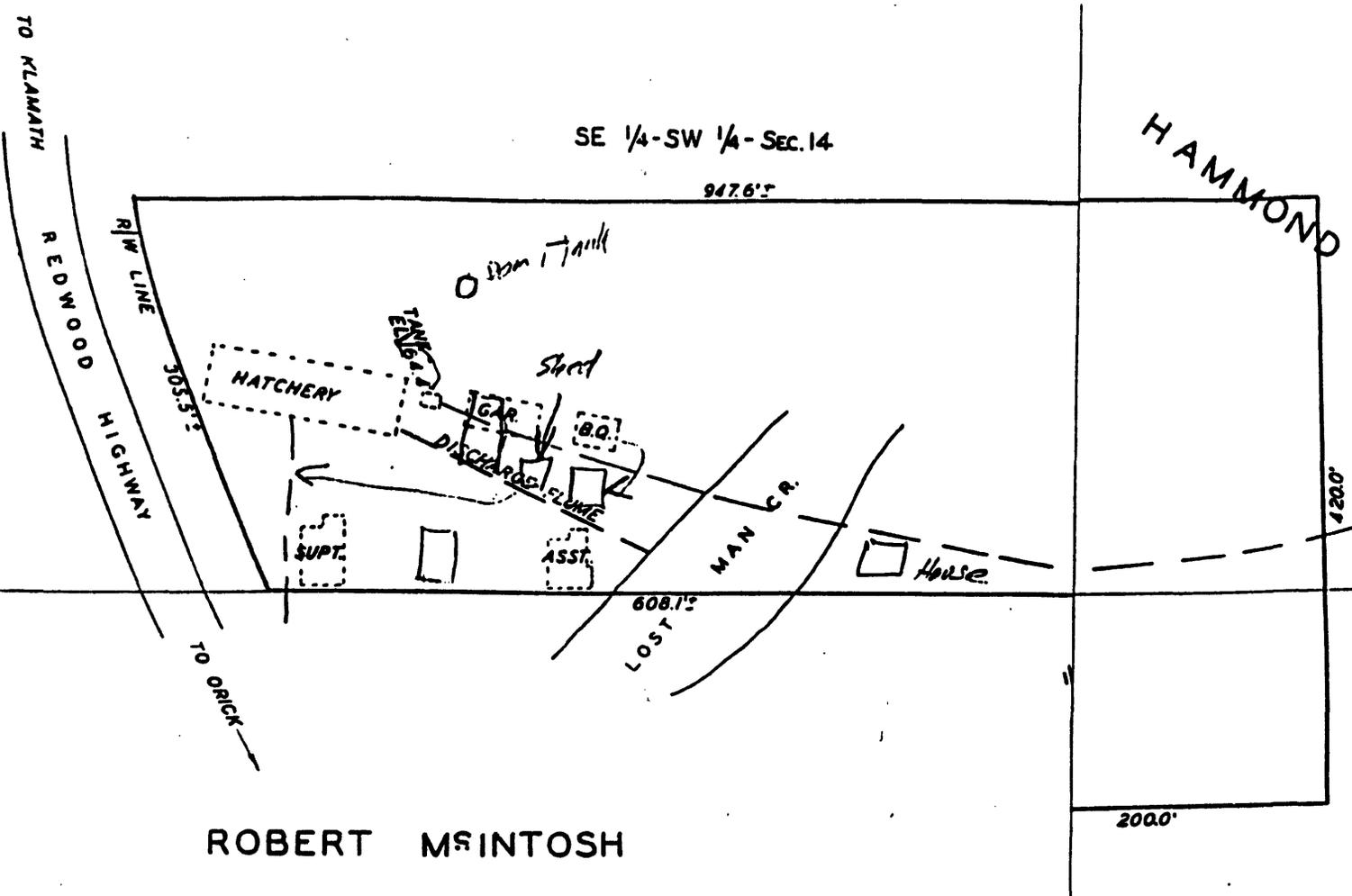
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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Sketch Map

Prairie Creek Fish Hatchery Page 57

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REMARKS	PRAIRE CREEK HATCHERY	
<i>Map showing Hatchery site leased from H. & L. R.R. Lbr. Co. Ltd.</i>	DEPARTMENT OF NATURAL RESOURCES	
	DIVISION OF FISH & GAME	
	STATE OF CALIFORNIA	
	SURVEYED: J. W. C. 5/27-30/35	APPROVED:
	DRAWN: ✓ 6/11/35	<i>J. H. Vogt.</i>
	CH'K'D: C. O. E. ✓	
		FILE



Prairie Creek Fish Hatchery
Humboldt Co, CA
Roll 1, #15

Photo ①



Pravice Creek Fish Hatchery

Humboldt Co, CA

Roll 1 #17

Photo (2)



Prairie Creek Fish Hatchery
Humboldt Co., GA

Roll 1 #12

Photo 3



Prairie Creek Fish Hatchery
Humboldt Co, CA

Roll 1 #13

Photo 4



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 2 #4

Photo 5



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 1 # 1

Photo 6



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 7 # 2

Photo 7



Prairie Creek Fish Hatchery

Humboldt Co., CA

Roll 7 #4

Photo 8



Prairie Creek Fish Hatchery
Humboldt Co, CA

Roll 1 #30

Photo 9



Prairie Creek Fish Hatchery
Humboldt Co, CA

Roll 1 # 31

Photo 10



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 3 #12

Photo 11



Prairie Creek Fish
Hatchery

Humboldt Co, CA

Roll 3 # 11

Photo 12



Prairie Creek Fish
Hatchery

Humboldt Co, CA

Roll 3 # 9

Photo 13



Prairie Creek Fish Hatchery

Humboldt Co. CA

Roll 3 #3

Photo 14



Pracie Creek Fish Hatchery
Orick, Humboldt Co, CA

Roll 3 #18

Photo 15



Prairie Creek Fish
Hatchery

Humboldt Co, CA

Roll 3 #17

Photo 16



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 3 #5

Photo 17



← PARKING →

Prairie Creek Fish Hatchery
Humboldt Co, CA
Roll 1 #29

Photo 18



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 3 #1

Photo 19



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 1 #28

Photo 20



Prairie Creek Fish Hatchery
Humboldt Co. CA

Roll 3 # 34

Photo 21

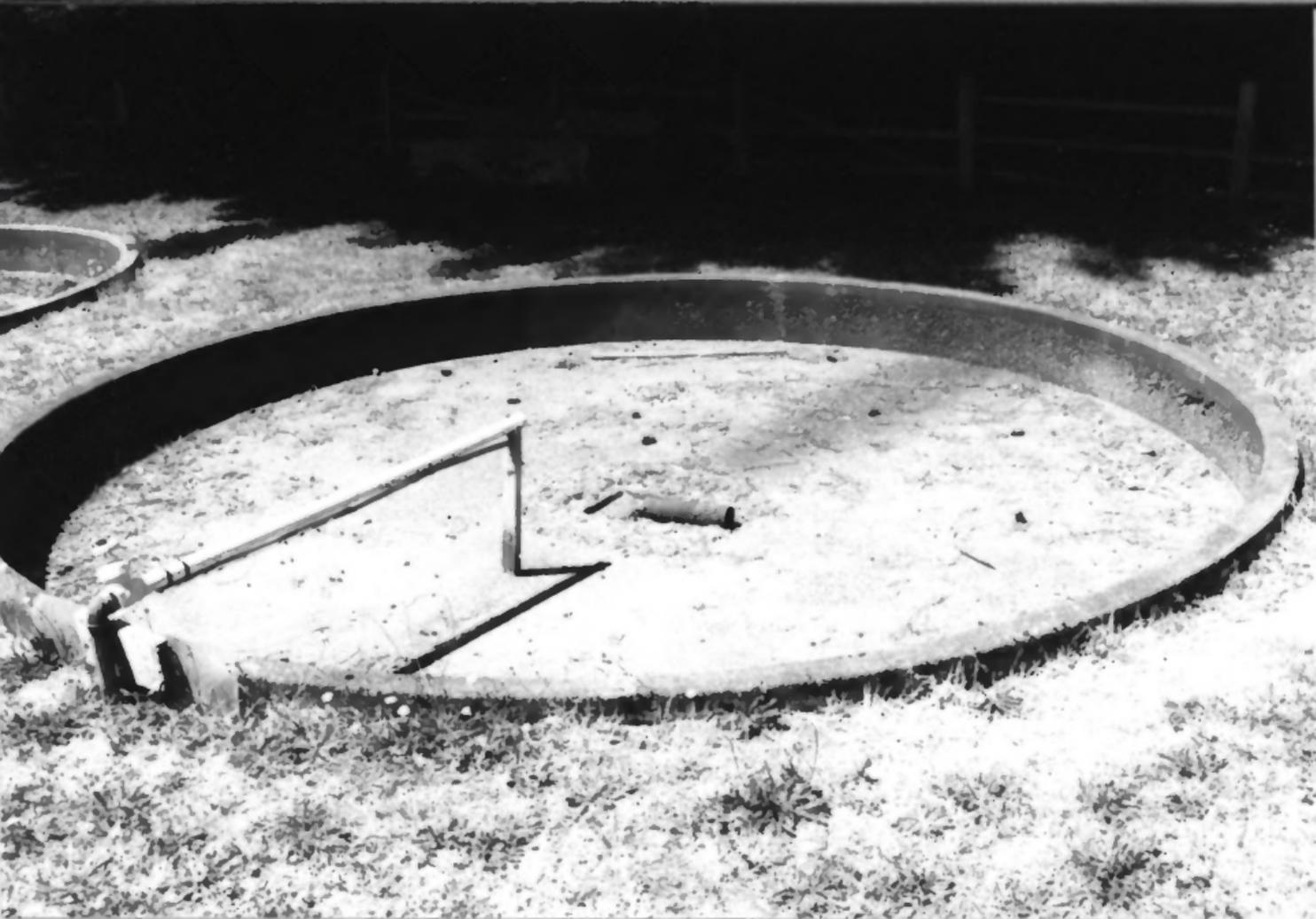


Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 1 #5

Photo 22



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 3 #14

Photo 23



Pracie Weel Fish
Hatchery
Humboldt Co, CA

Roll 2 #15

Photo 24



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 3 #21

Photo 25



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 3 #22

Photo 26



Prairie Creek Fish Hatchery

Humboldt Co., CA

Roll 1 #7

Photo 27



Prairie Creek Fish Hatchery

Orick, Humboldt Co., CA

Roll 4 #15

Photo 28



Prairie Creek Fish Hatchery

Orick, Humboldt Co, CA

Roll 4 #12

Photo 29



Prairie Creek Fish Hatchery

Orick, Humboldt Co., CA

Roll 4 # 23

Photo 30



Prairie Creek Fish Hatchery
Humboldt Co, CA

Roll 1 # 22

Photo 31

Prairie Creek
Fish Hatchery
Picnic Area →



Prairie Creek Fish Hatchery

Humboldt Co, CA

Roll 1 #23

Photo 32



Prairie Creek Fish Hatchery
Humboldt Co, CA
Roll 4 # 25

Photo 33



Prairie Creek Fish
Hatchery

Humboldt Co, CA

Roll 3 # 28

Photo 34



Prairie Creek Fish
Hatchery

Humboldt Co., CA

Roll 3 #7

Photo 35



Pracie Creek Fish Hatchery
Humboldt Co, CA

Roll 1 #19

Photo 36



Prairie Creek Fish Hatchery
Humboldt Co, CA

Roll 2 #5

Photo 37



Prairie Creek Fish Hatchery

Orick, Humboldt Co, CA

Roll 4 #19

Photo 38



Prairie Creek Fish Hatchery
Humboldt Co, CA
Roll 4 # 28

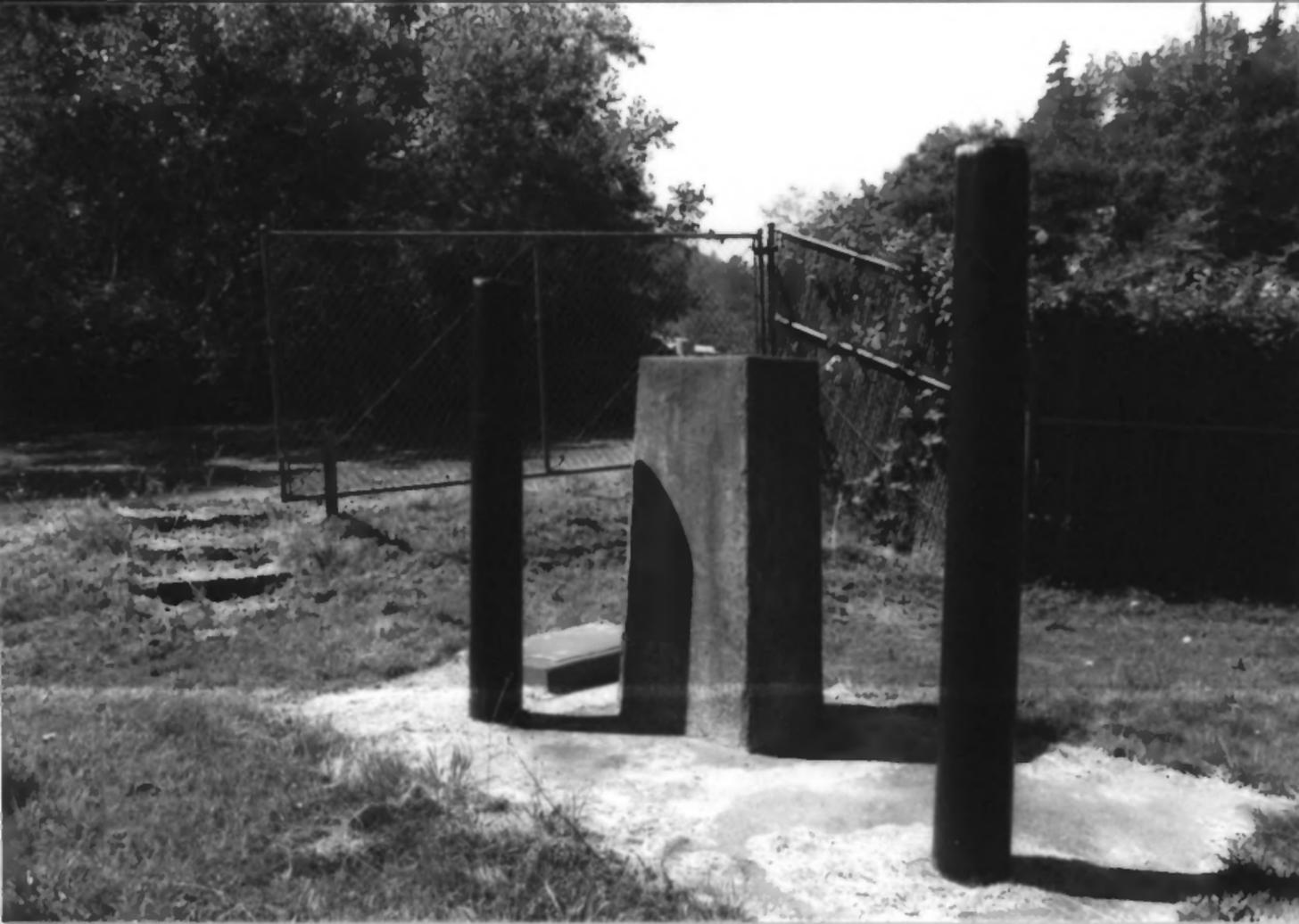
Photo 39



Prairie Creek Fish Hatchery
Humboldt Co, CA

Roll 1 #27

Photo 40



Prairie Creek Fish Hatchery
Humboldt Co, CA

Roll 1 #11

Photo 41