

A PHASE I CULTURAL RESOURCES SURVEY FOR THE
PROPOSED PORT BIENVILLE INDUSTRIAL PARK
PROJECT, HANDCOCK COUNTY, MISSISSIPPI

PREPARED BY
TERRAXPLORATIONS, INC.

PREPARED FOR
CYPRESS ENVIRONMENT &
INFRASTRUCTURE



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BY
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ABSTRACT

TerraXplorations, Inc. (TerraX) of Tuscaloosa, Alabama, was contracted by Cypress Environment & Infrastructure of Ocean Springs, Mississippi, to conduct a cultural resources survey for the proposed Port Bienville project in Hancock County, Mississippi. The subject property is situated within Section 25, Township 9 South, Range 16 West, and Sections 19 and 30, Township 9 South, Range 15 West, as seen on the 1993 (1995 ed.) Logtown, Mississippi, and the 1993 (1995 ed.) English Lookout, Louisiana, USGS 7.5' series topographic quadrangles. The Port Bienville project area is approximately 480 acres (194.2 hectares) of undeveloped land, with a large portion consisting of wetlands. Emma J. Pepperman and Paul D. Jackson served as Co-Principal Investigators and were assisted in the field by Chris Rivers and Kevin Rowland. Briane Shane served as the Architectural Historian, and Jan Veerman served as the GIS specialist for the project. The investigation sought to identify if any prehistoric or historic properties exist within the limits of the survey tract and, if so, to document and assess each based on the National Register of Historic Places (NRHP) criteria. This investigation was also performed to determine if any insurmountable obstacles are present within the project area that would hinder future industrial development.

The archaeological and architectural survey was performed performed between January 9-20, 2023. One Isolated Find, FS-1, was identified; however, the find is believed to hold no research potential beyond the findings of this investigation. Isolated finds, by definition, are ineligible for listing on the NRHP, and as such, no further work is recommended.

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INTRODUCTION

TerraXplorations, Inc. (TerraX) of Tuscaloosa, Alabama, was contracted by Cypress Environment & Infrastructure of Ocean Springs, Mississippi, to conduct a cultural resources survey for the proposed Port Bienville project in Hancock County, Mississippi. Paul D. Jackson served as Field Director and was assisted by Chris Rivers, Kevin Rowland, and Emma J. Pepperman. Pepperman and Jackson served as Co-Principal Investigators for this project. Jan Veerman served as the GIS specialist for the project. Fieldwork was performed between January 9-20, 2023. This study aimed to determine if any prehistoric or historic properties exist within the limits of the proposed survey area and if so, to document and assess each based on the National Register of Historic Places (NRHP) criteria.

The archaeological investigation of the subject property led to the discovery of one archaeological Isolated Find (FS-1). Visual inspection and delineation testing did not recover any cultural materials from FS-1. Isolated finds, by definition, are ineligible for listing on the NRHP. As such, TerraX believes no further investigational work is needed within the Port Bienville project area.

The architectural survey did not result in the identification of any resources within the Port Bienville Industrial Park project indirect area of potential effect (APE) (0.25-mile). This conclusion is based upon the available information provided by the Mississippi Department of Archives and History (MDAH) and National Register of Historic Places (NRHP) databases, topographic maps, and aerials dating between 1893 and 2020. The architectural survey was completed by SOI-qualified Architectural Historian Samuel Johnson MHP and reviewed by SOI-qualified Architectural Historian Briane Shane MID.

According to Cypress Environment & Infrastructure, the project area is owned by Hancock County Port and Harbor Commission (HCPHC) and is located within the Port Bienville Industrial Park. The site is approximately three miles north of Lake Borgne, six miles south of Interstate 10, and three miles east of Pearllington, Mississippi (Figures 1 and 2). The coordinates for the center of the site are 30.233602° and -89.546249°. The Port Bienville project area is approximately 480 acres (194.2 hectares) of undeveloped land, with a large portion consisting of wetlands. HCPHC aims to increase economic development by using this site to expand the available industrial area at Port Bienville. The Phase I cultural resources survey is being performed as part of the Environmental Assessment necessary to obtain federal permits for site development. The project area is situated in Section 25, Township 9 South, Range 16 West, and Sections 19 and 30, Township 9 South, Range 15 West, as seen on the 1993 (1995 ed.) Logtown, Mississippi, and the 1993 (1995 ed.) English Lookout, Louisiana, USGS 7.5' series topographic quadrangles (see Figure 1). Photographs depicting the present state of the project areas are provided (Figures 3-8).

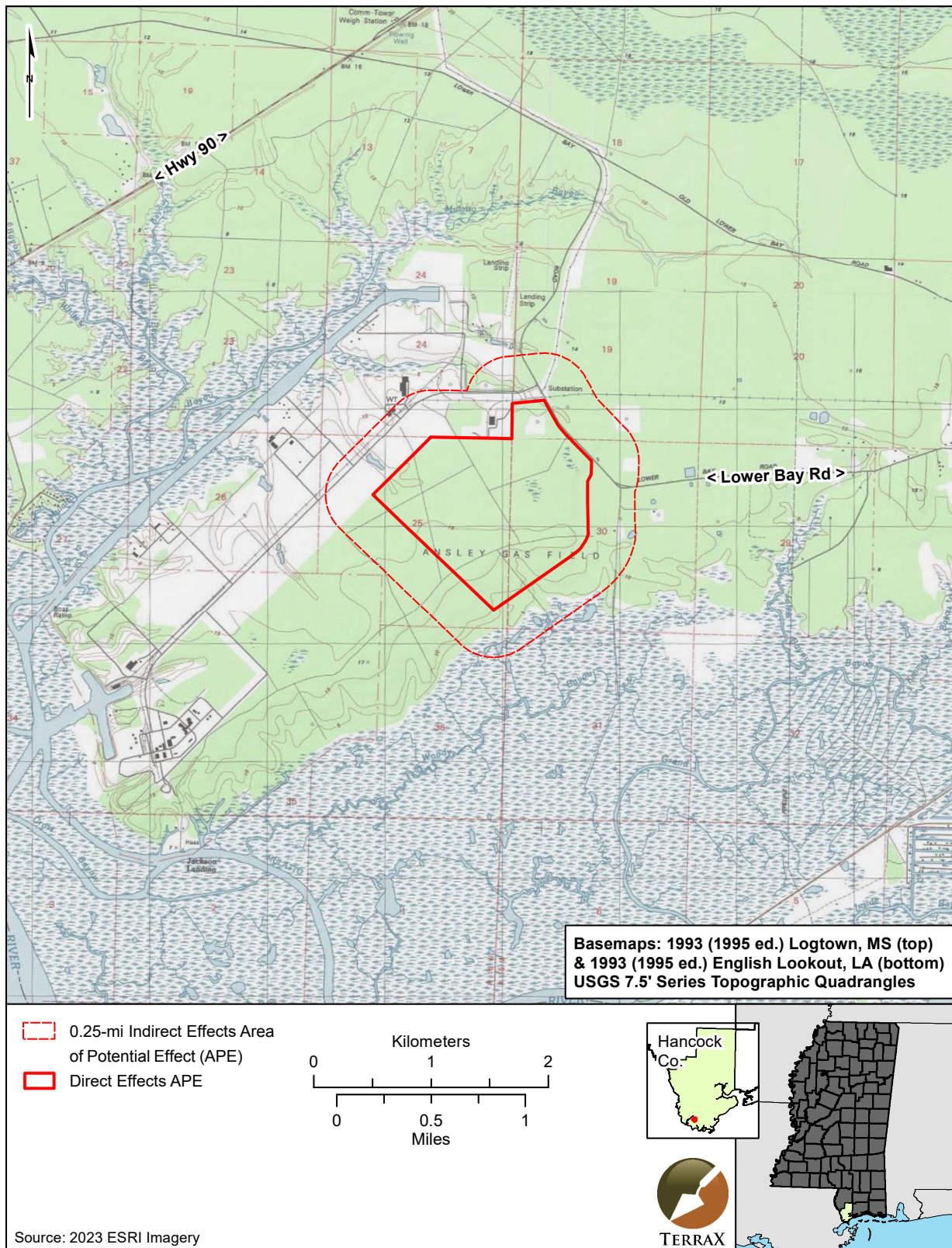


Figure 1. Map showing the project area.

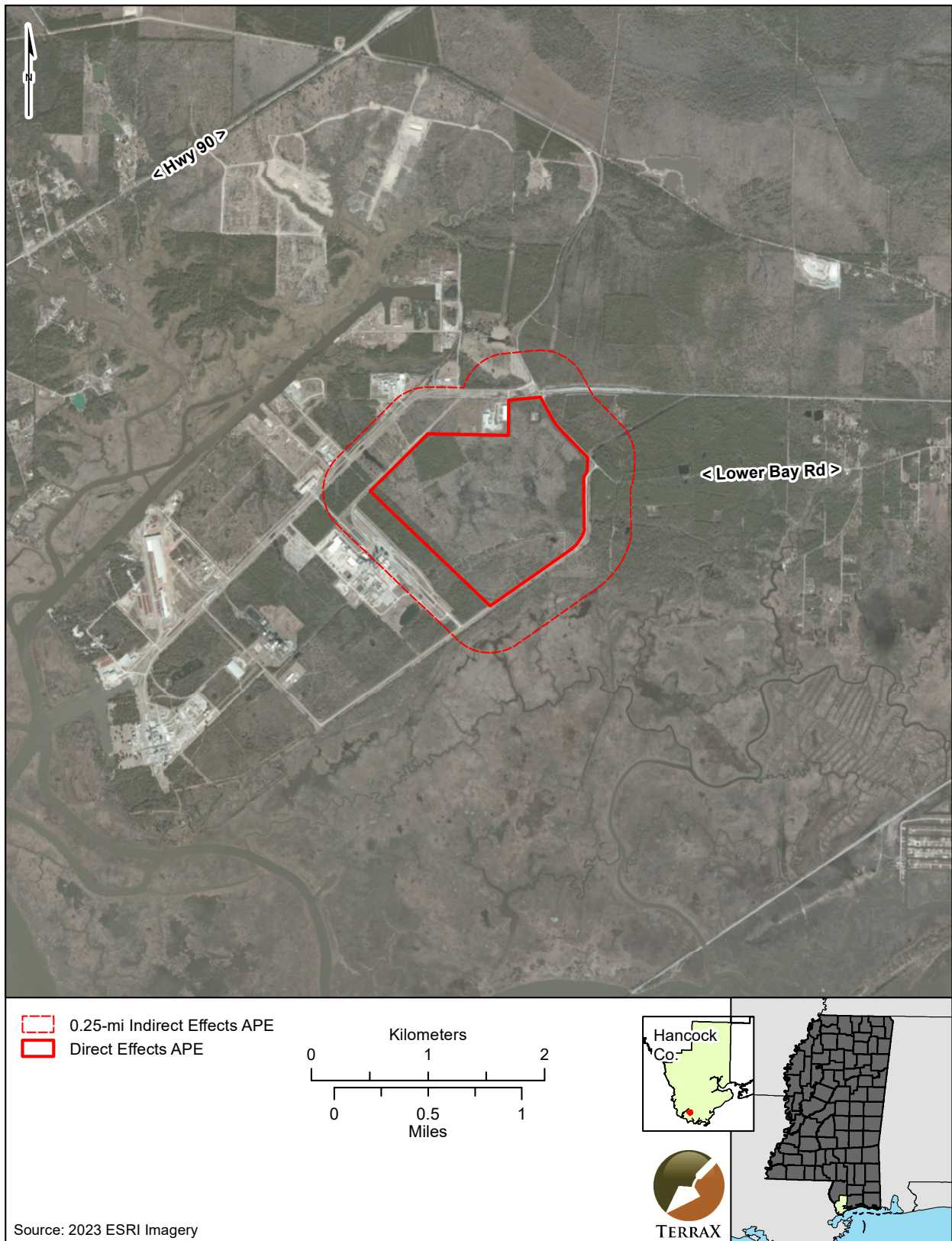


Figure 2. Aerial image showing the project area.



Figure 3. View of project area from Shovel Test 4-10, facing south.



Figure 4. View of project area from Shovel Test 6-8, facing north.



Figure 5. View of project area from Shovel Test 6-8, facing south.



Figure 6. View of field road between Shovel Test 21-19 and 21-20, facing southwest.



Figure 7. View of field road at Shovel Test 40-43, facing north.



Figure 8. View from Shovel Test 24-26, facing southwest.

PROJECT AREA ENVIRONMENT

The project area lies within the Southern Coastal Plain Ecoregion of Mississippi. This region extends across the United States Southeast and is defined by barrier islands, coastal lagoons, marshes, and swampy lowlands (Chapman et al. 2004). This region was once covered by water-friendly woods, such as pines, cypress, and oak. The Gulf Coast Flatwoods is a narrow sub-ecoregion that separates the Gulf Barrier Islands and Coastal Marshes from the Southeastern Plains of southeast Mississippi. Typical soil types from this area include Quaternary-age sands and clay and remain saturated most of the time. Vegetation includes slash and longleaf pine trees, grasses, brush, and rush, though many of the historic forests have been cleared for agricultural use (Chapman et al. 2004).

Eight soil types are recorded for the study area (Figure 9; Table 1) (Web Soil Survey 2022). Approximately 170 acres are composed of Ocilla Loamy Sand (35.5%), 144 acres are composed of Harleston fine sandy loam (29.9%), and 108 acres are composed of Smithton association (22.5%). These soil types frequently flood and are moderate to poorly drained when saturated (Web Soil Survey 2022). As the project area falls within 5 to 15 feet above sea level, it is expected to hold much water on or just below the surface.

HANCOCK COUNTY HISTORY

Hancock County was formed in 1812 from the Mobile District and named for John Hancock, one of the signers of the Declaration of Independence. As the property had been held and granted under various governments, lawsuits (and lawyers) were abundant in Hancock County. At least 22 different types of grants and warrants existed, dealing with British and Spanish grants and whether they had set conditions of occupancy or improvement (Claiborne 1876). It was not unheard of for one country's grant to be tossed aside when another came into possession.

Most Civil War battles were fought relatively far from the coast, but residents did not go unscathed. Many Mississippi men served the cause on the battlefield, including Hancock County, although 63 percent of Hancock County farmers did not enslave laborers. Some of the volunteer companies in the 3rd Mississippi Infantry included Company F - Shieldsboro Rifles (also listed as Co. H) and Company G - Gainesville Volunteers (also listed as Co. K) (Rowland 1908). When New Orleans fell to Union hands, Confederate forces concentrated on central and northern Mississippi defenses. Coastal Mississippi fell prey to deserters and looters from both sides of the fight. People from nearby Jones County raided the coast to steal provisions. Under the command of Nathan Bedford Forrest, there were also Confederate cavalries that came through the area, took clothing and tobacco, and behaved disorderly. Some Mississippi citizens sought help and advice from Union officers to deal with the thievery by their neighbors and Confederate soldiers. In a letter to her father dated September 20, 1864, Laurentze Koch wrote, "scary times over here, the people are shooting one another like dogs" (Giardino and Guerin 2009). Hancock County had a higher desertion rate than the state average (24.7 percent to 14 percent).

Statistics from 1880 demonstrate how different the coastal counties were from the rest of Mississippi. This census shows only two counties with no cotton crop, Jackson and Hancock, both coastal. Coastal Harrison County only produced 11 bales of cotton, compared to Bolivar County in north Mississippi, adjacent to the Mississippi River, with over 36,000 bales. The population of Hancock County in 1800 was 4,643 people labeled as "white" and 1,817 people labeled as "black."

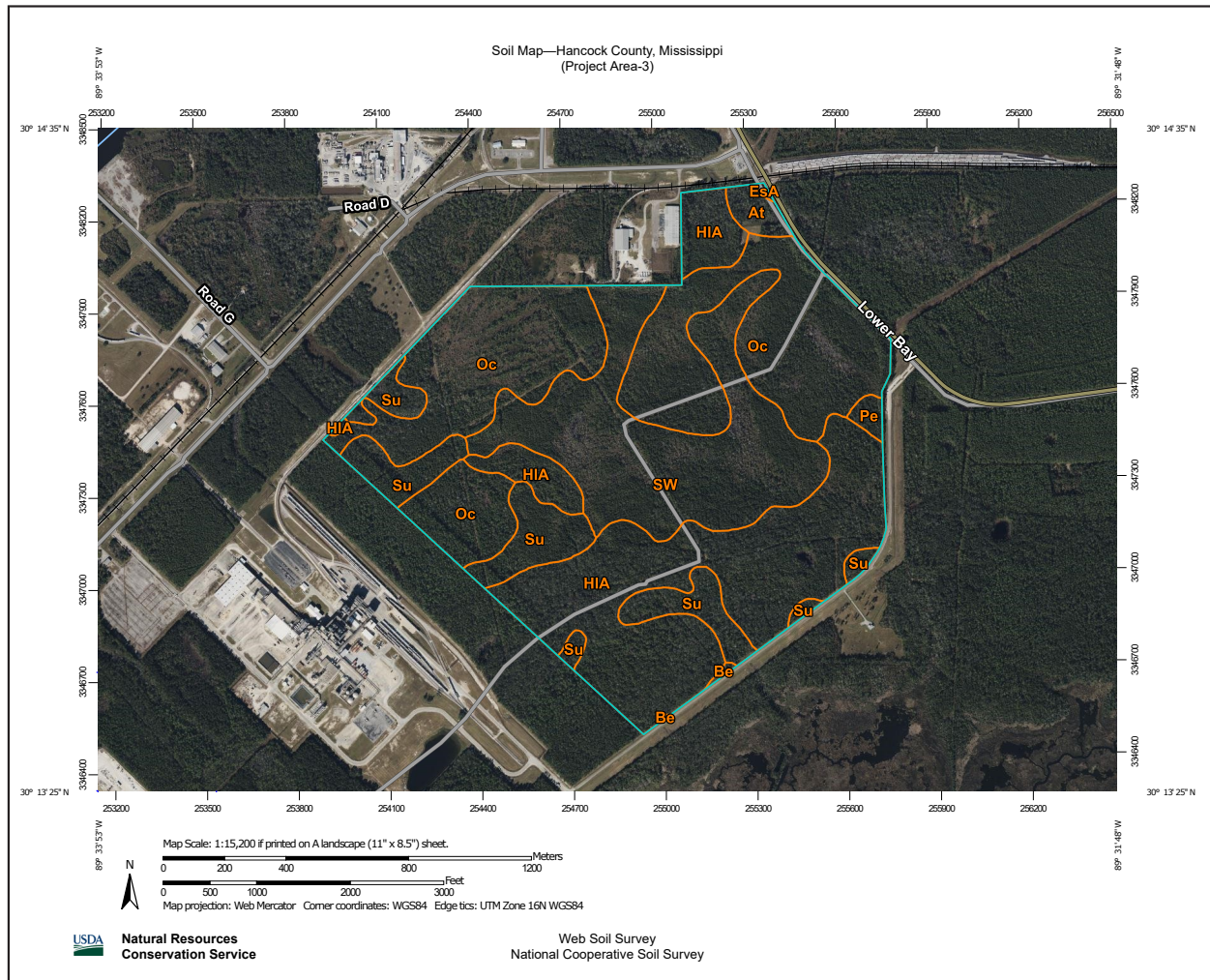


Figure 9. Soil types within the survey area (from Web Soil Survey 2022).

Table 1. Soil Types within the Survey Area.			
Soil Name and Description	Map Unit Symbol	Acres	Percent
Atmore silt loam, 0 to 2 percent slopes	At	5.9	1.2
Beauregard silt loam	Be	0.6	0.1
Escambia loam, 0 to 2 percent slopes	EsA	0.4	0.1
Harleston fine sandy loam, 0 to 2 percent slopes	HIA	143.9	29.9
Ocilla loamy sand, 0 to 2 percent slopes	Oc	169.2	35.2
Plummer loamy sand	Pe	2.8	0.6
Smithton fine sandy loam, frequently flooded	Su	49.9	10.4
Smithton association, frequently flooded	SW	108.3	22.5
Total		480.9	100.00

In 1869, the New Orleans, Mobile, & Chattanooga Railroad began constructing a rail line between Mobile and New Orleans, with rail service beginning in 1871. The N.O.M.&C. was reorganized on April 18, 1871, and became the New Orleans, Mobile, & Texas Railroad. L&N merged with Seaboard Coast Line to form Seaboard System in 1982, but it was short-lived, as CSX Transportation, a subsidiary of CSX Corporation, acquired Seaboard on July 1, 1986 (Howe and Price 2009). The Gulf & Ship Island Railroad was founded by Captain William Harris Hardy and incorporated on February 23, 1882. The first section from Gulfport to Saucier, in the northern part of Harrison County, was completed by 1890 and finally reached Jackson, Mississippi, on July 4, 1900. The G&SI was sold to Illinois Central in 1925 (Howe and Price 2009). Goods were shipped from Long Beach to Gulfport via the L&N, then put on a northbound train.

Not only could lumber be sent to northern markets more easily, but lumber could also be sent abroad from ports like Gulfport. From 1904 to 1915, Mississippi was bested only by Louisiana and Washington in lumber production (Howe 2001). In 1907, Gulfport exported more yellow pine lumber than any port in the world (Shaw 2011). Until 1930, neighboring Hancock County had the largest sawmill in the world. Timber was brought from miles away to the mills at Logtown. Rail lines facilitated access to timber that was far from a stream. Lumber companies built their rail lines, or dummy lines, to reach the virgin stands. Coastal counties of Hancock and Jackson had 10 and 9 dummy lines, respectively. Early twentieth-century inventions, such as the logging skidder, increased efficiency but at a high cost. The skidders crushed all the new growth in their path, leaving the land barren. In fertile soil areas, crops could be planted on treeless land, which was only feasible in some areas. By the 1930s, dwindling timber and the Great Depression ended the South's deforestation (Howe 2001).

The coming of the railroads also spurred the seafood industry, brought tourists who dined on the sea's bounty, and enabled this bounty to be shipped to other markets. With the advent of artificial ice, the seafood could be shipped even further. In 1881, on Back Bay, Biloxi, a group of enterprising businessmen opened the Lopez, Elmer & Company seafood packing plant, canning oysters and shrimp and selling bulk oysters. They imported Polish workers from Baltimore on a seasonal basis, by train, for 28 years starting in 1890 (Nuwer 2006). By the 1920s, there were more than 40 seafood factories/canneries in the area (Boudreaux, Jr. 2019).

Electric streetcars ran along the beachfront from Biloxi to Pass Christian. Residents of Pass Christian had successfully lobbied to have the electric line run behind their homes so as not to obstruct their view of the water (Shaw 2011). The railroad connected cities along the coast with the state and country's interior, but no highways connected the Mississippi coast to Mobile and New Orleans. There were bits and pieces of sand trails, muddy tracks, and shell roads, but they did not connect because there were often no permanent bridges crossing swamps and rivers. In 1915, a group from Alabama, Mississippi, and Louisiana formed the Old Spanish Trail Highway Association to push for a highway connecting Mobile with New Orleans and running through the coastal Mississippi towns. In the next ten years, many miles of road were built across the Mississippi coast. In 1925, the Old Spanish Trail was officially U.S. Highway 90, and by 1928 a person could travel by automobile from Mobile to New Orleans without boarding a ferry (Sullivan 2007).

Captain Joseph T. Jones, a wealthy oil tycoon from Pennsylvania and president of the Gulf and Ship Island Railroad, spent much of his money to benefit the town of Gulfport (Shaw 2011). He constructed the Great Southern Hotel, which included an ice house and electric powerhouse on the grounds. He furnished electricity to other downtown merchants and his own enterprises (Shaw 2011). When the Great Southern Hotel opened in 1903, it included such amenities as a telephone in every room, although every two rooms had to share one bathroom. The hotel fell on hard times during the Great Depression and closed for a few years. When it reopened, times had changed, and people wanted more modern conveniences (and perhaps not to share a bathroom with strangers). The hotel closed its doors for good in 1951 to make way for the widening of U.S. Highway 90 (Barnes 2013).

Captain Jones was instrumental in financing the dredging of the deep-water channel, which had been first visualized by Captain William Harris Hardy, founder of Hattiesburg and the Gulf and Ship Island Railroad. Since colonial days, sailing ships docked at Ship Island, loading and unloading goods for transport to and from the mainland by smaller boats. Ship Island Pass was dredged from November 1899 to March 1900 to a depth of 26 feet. In 1902, a celebratory welcome was made to the Italian schooner Trojan, as it was the first ship to dock at Gulfport's deep-water port at 19 feet of water (Historical Society of Gulfport 2015).

Waterways were essential to the way of life on the Mississippi Gulf Coast, the waters of the Gulf of Mexico, and the bays, sounds, rivers, and streams. Consequently, boat building was a significant enterprise from the earliest days. Catboats, ideally suited to the shallow coastal waters, were constructed and used in the mid to late nineteenth century. These small wooden fishing vessels with flat bottoms and double sails could hold two fishermen. As the seafood industry grew, the need for larger fishing boats developed, and the Biloxi Schooner was conceived. These 50- to 60-ft long or longer, broad-beamed, shallow draft boats carried two masts for ample sail power and had roomy decks for workers. This design was born out of the disaster of a hurricane in 1893 that virtually destroyed the old fishing fleet, which had been based on a Baltimore design. During World War II, the U.S. had an urgent need for warships, and one of the places to which they turned was the Mississippi coast, with its long history of shipbuilding. The Westergard BoatWorks of Biloxi and Ingalls Shipbuilding of Pascagoula met the challenge. Shipbuilding continues along the Mississippi coast, including manufacturing military vessels, luxury yachts, tugboats, and oil skimmers (Nuwer 2010). At the advent of World War II, Keesler Field, an Army Air Corps base, was constructed in Biloxi. This base is now Keesler Air Force Base and is a significant contributor to the local economy (Boudreaux, Jr. 2019).

A downside of coastal living is the constant threat of hurricanes; the Mississippi coast has seen more than its fair share of these. A hurricane in 1722 sank ships along the coast, the tidal surge swept away crops, and wind and water collapsed churches, warehouses, a hospital in New Orleans, and many other buildings (Bearss 1984). The Hurricane of 1855 hit near Bay St. Louis. It destroyed bath houses, piers, and many houses at Biloxi between its three miles of waterfront development from west of the Biloxi Lighthouse to Point Cadet (Bellande 2014). The Hurricane of October 1-2, 1893, killed over 1,000 people and bodies washed ashore as much as a month after the storm. As a result, the wharf was destroyed, 7,500 ft of the L&N bridge was swept away, the wires of the Western Union Telegraph Company were down in most parts along the Mississippi coast to New Orleans, the public bridge was washed away, five large schooners were swept ashore and considerably damaged, and the homes of many inhabitants were blown off foundations and otherwise damaged. Railroad traffic was temporarily suspended (Hancock County Historical Society 2015). A 1906 hurricane demolished the quarantine station at Ship Island and took several lives.

Beach erosion, caused by storms and other natural occurrences, was an unsettling fact of life for residents along the shore. Beachgoers were also dismayed to see portions of their recreational life wash away. In the 1920s, the building of a seawall was proposed. Completed in 1926, it was the largest concrete structure in the world until 1938, when it was eclipsed by Hoover Dam (Shaw 2011). Even though the seawall had been built using taxpayer funds, not all taxpayers were allowed to utilize the beach. In the summer of 1960, the beaches were still segregated, with African Americans only allowed in a few small areas. On August 24, 1960, prominent, respected physician Dr. Gilbert Mason staged a "wade-in." Protesters were cautious to have nothing construed as a weapon, not even a nail file. They brought food, footballs, and beach umbrellas. While they expected a confrontation, they did not expect the violence that came from Euro-Americans armed with chains and tire irons. Protesters were beaten and their belongings thrown onto a pyre and burned. Later that night, white mobs rode through Black neighborhoods firing guns and issuing threats. It was not until 1968, when a court order declared it so, that the beach was open to all (Pitt 2010).

In 1947, a storm caused 12-ft tides in Biloxi, Gulfport, and Bay St. Louis, killing 22 people. Hurricane Betsy in 1965 caused high water from Mobile, Alabama, to Grande Isle, Louisiana, killing 75 people, most of them in Louisiana. One of only two Category 5 hurricanes to hit the U.S. in the twentieth century, Hurricane Camille carved a horrific path of destruction across the Mississippi coast. This 1969 storm shoved boats inland, festooned trees with clothing, and killed 256 people and some 8,000 animals. Residents who had weathered Camille thought no storm could be worse, but they were proved wrong with Katrina in August of 2005. When it came ashore near Bay St. Louis, it sent a 27-ft storm surge into Gulfport. While only 50 lost their lives in coastal Mississippi, the death toll now stands at 1,833. Less than a month later, Hurricane Rita followed a similar path but with much smaller fatalities (Machos 2014).

LITERATURE AND DOCUMENT SEARCH

Before conducting the fieldwork, TerraX performed a literature and document search in order to gather pertinent background information regarding the subject property and its surroundings. This search included an online query of the Mississippi State Archaeological Site File (MSASF). A one-mile (1.6 kilometers [km]) radius search was conducted around the proposed project area for previously recorded archaeological sites and previous cultural resource surveys. The search area was also inspected for historic structures recorded within the Mississippi Department of Archives and History's (MDAH) historic property files and in the NRHP (National Park Service 2022).

The MSASF (MDAH 2022) search identified seven previously recorded archaeological sites and 16 previously conducted surveys within a mile of the project area (Tables 2 and 3; Figure 10). The MDAH historic property files research revealed one historic resource (The Port Bienville Railroad) within one mile of the current project area. There are no NRHP-listed resources present within the one-mile radius. Surveys 96-056 and 08-1551 intersect the project area, though neither resulted in any findings. None of the previously recorded sites are located within the project area.

A review of historic maps was accomplished to see if any historic structures were present in the project area. The 1893 (1893, 1901, 1917, and 1924 eds.) Rigolets, Louisiana, USGS 1:62500 series topographic maps note that the entirety of the area as a wetland. The 1953 (1973 and 1980 eds.) Mobile, Alabama, USGS 1:250000 series topographic maps note the area as an oil field with a "Light" within the project area. The 1956 (1960 and 1963 eds.) English Lookout, Louisiana, USGS 1:250000 series topographic maps show a road along current Lower Bay Road, a road that crosses from the southeastern corner of the project area to the southwestern edge, and an "Abandoned" railroad. The 1956 (1960 and 1963 eds.) English Lookout, Louisiana, USGS 1:250000 series topographic maps show three oil wells and a "Beacon" within the project area along Lower Bay Road (Figure 11). These features can be seen on the 1959 and 1967 aerial photographs. On the 1968 (1970, 1973, and 1978 eds.) English Lookout, Louisiana, USGS 1:24000 series topographic maps and 1969 (1970 ed.) Rigolets, Louisiana, USGS 1:62500 series topographic map shows a small, square-shaped body of water at the intersection of two dirt roads within the center-north portion of the project area (Figure 12). This feature can be seen on the 1967, 1982, 1983, 1989, and 1998 aerial photographs. The industrial development to the north of the project area is noted on the 1993 (1995 ed.) English Lookout, Louisiana, USGS 1:24000 series topographic map (Figure 13). The earliest available aerial, dated 1959, shows the project area as fully wooded with six crisscrossing dirt roads. By 1967, the aerial shows clear signs of silvicultural use of the northwest project area. By 1982, most of the area appeared to have been cleared of the woods, and construction is present within and just outside the northern edge of the project area. The construction within the northern portion of the project area appears to be some sort of storage area with an access road to Lower Bay Road. By 2004, the entirety of the project area is covered by trees, likely planted for silvicultural uses. Between 2004 and the most recently available aerial (2022), the area has been cleared and replanted multiple times.

Table 2. Previous Recorded Archaeological Sites within a 1-Mile Radius the Project Area.			
Site	Components	NRHP Status	Recorder and Date
22HA539	Unknown Precontact	Unknown	Boudreaux 2007
22HA559	Woodland	Ineligible	Roberts 2017
22HA560	Unknown Precontact	Unknown	Boudreaux 2007
22HA615	Late 19th-Early 20th Century Historic	Ineligible	Lauro 1996
22HA616	Early 29th and Unknown Precontact	Ineligible	Lauro 1996
22HA617	Late 19th-Early 20th Century Historic	Ineligible	Lauro 1996
22HA782	Historic Railroad Segment	Unknown	Beverly et al. 2016

Table 3. Previous Archaeological Surveys within a 1-Mile Radius the Project Area.		
GASF Report No.	Report Title / Result	Reference
03-088	<i>A Cultural Resources Evaluation of an Emergency Steamboat Stabilization Project (Section 14). Port Bienville Industrial Park, Hancock County, Mississippi. No Findings.</i>	Sims 2003
05-407	<i>Port Bienville Industrial Park Group Site/ EG Archaeological Report. No Findings.</i>	Birkedal, Hight, Moore, Schoenburg 2005
08-1551	<i>An Archeological Survey of Proposed Approach Improvements on Lower Bay Road at Port Bienville Industrial Park, Hancock County, Mississippi. No Findings.</i>	Jackson 2008
09-0690	<i>A Phase I Cultural Resources Assessment of a Pro-posed Mining Site in Section 7,13,14, and 23, T9S, R16W, and a Portion of Section 18, T9S, R15W, Hancock County, Mississippi. No Findings.</i>	Thorne 2008
12-0251	<i>Cultural Resources Survey Port Bienville- Proposed Railroad Spur 3.5 Acres (+/-) in Hancock County, Mississippi Section 24, Township 9S, Range 16W. No Findings.</i>	Roberts 2012
12-0306	<i>A Phase I Cultural Resources Survey of Proposed Dock Dredging Areas of the Port Bienville Industrial Park Canal, Hancock County, Mississippi. No Findings.</i>	Alvey and Baba 2012
15-0053	<i>Phase I Cultural Resources Survey of the Proposed Anderson Rail Spur, Hancock County, Mississippi. No Findings.</i>	Jackson and Glass 2015

Table 3 Continued. Previous Archaeological Surveys within a 1-Mile Radius the Project Area.		
GASF Report No.	Report Title / Result	Reference
17-0335	<i>Phase I Cultural Resources Survey of the Proposed Connection Between the Port Bienville railroad and the Norfolk Southern Rail Line Near Interstate 59, North of the National Aeronautics and Space Center, Pearl River and Hancock Counties, Mississippi. Prepared by CDM Smith. No Findings.</i>	Howard, Tinsley, Koszarak, Keen, and Wilkinson 2017
17-0354	<i>A Phase I Archaeological Investigation for Site 6, Port Bienville Industrial Park Hancock County, Mississippi. No Findings.</i>	Roberts, Jurgens, McMahon 2017a
17-0355	<i>A Phase I Archaeological Investigation for Site 6, Port Bienville Industrial Park Hancock County, Mississippi. No Findings.</i>	Roberts, Jurgens, McMahon 2017b
22-0200	<i>Phase I Cultural Resources Survey for the Proposed PIDP 3 (2021) Hancock County Port and Harbor Commission Port Bienville Rail Storage Project Hancock County, Mississippi. No Findings.</i>	Streuding 2022
82-011	<i>Archaeological Survey of Lot 8 and A Portion of Lot 7 Port Bienville Industrial Park Conducted for Hancock County Port and Harbor Commission. Located two unknown precontact sites, 22HA559 and 22HA560. 22HA559 was recommended as ineligible while 22HA560 was recommended unknown until more testing could be completed.</i>	Heisler 1982
83-096	<i>Archaeological Survey of Selected Areas of the Port Bienville Industrial Park. Four sites were located during this survey. One historic site (22HA563) was recommended ineligible, one prehistoric site (22HA564) was found ineligible, one prehistoric site (22HA562) was recommended eligible, and a fourth (22HA561) was recommended further testing.</i>	Heisler 1983
93-267	<i>A cultural Resources Survey of a Proposed Spoil Pile Site in Hancock County, Mississippi. No Findings.</i>	Mann 1993
96-056	<i>Cultural Resources Survey of Approximately 320 Acres Hancock County, Mississippi. Six archeological sites were recorded during this survey, one pre-contact site, and five late 19th to early 20th century sites, though three were not given state site numbers. 22HA616 and 22HA617 were recommended as ineligible for NHRP listing, while 22HA615. The Old Powell House Site, was recommended possible eligible and further investigation.</i>	Lauro 1996
98-038	<i>Cultural Resources Survey of Approximately 25 Acres Hancock County, Mississippi. No Findings.</i>	Lauro 1998

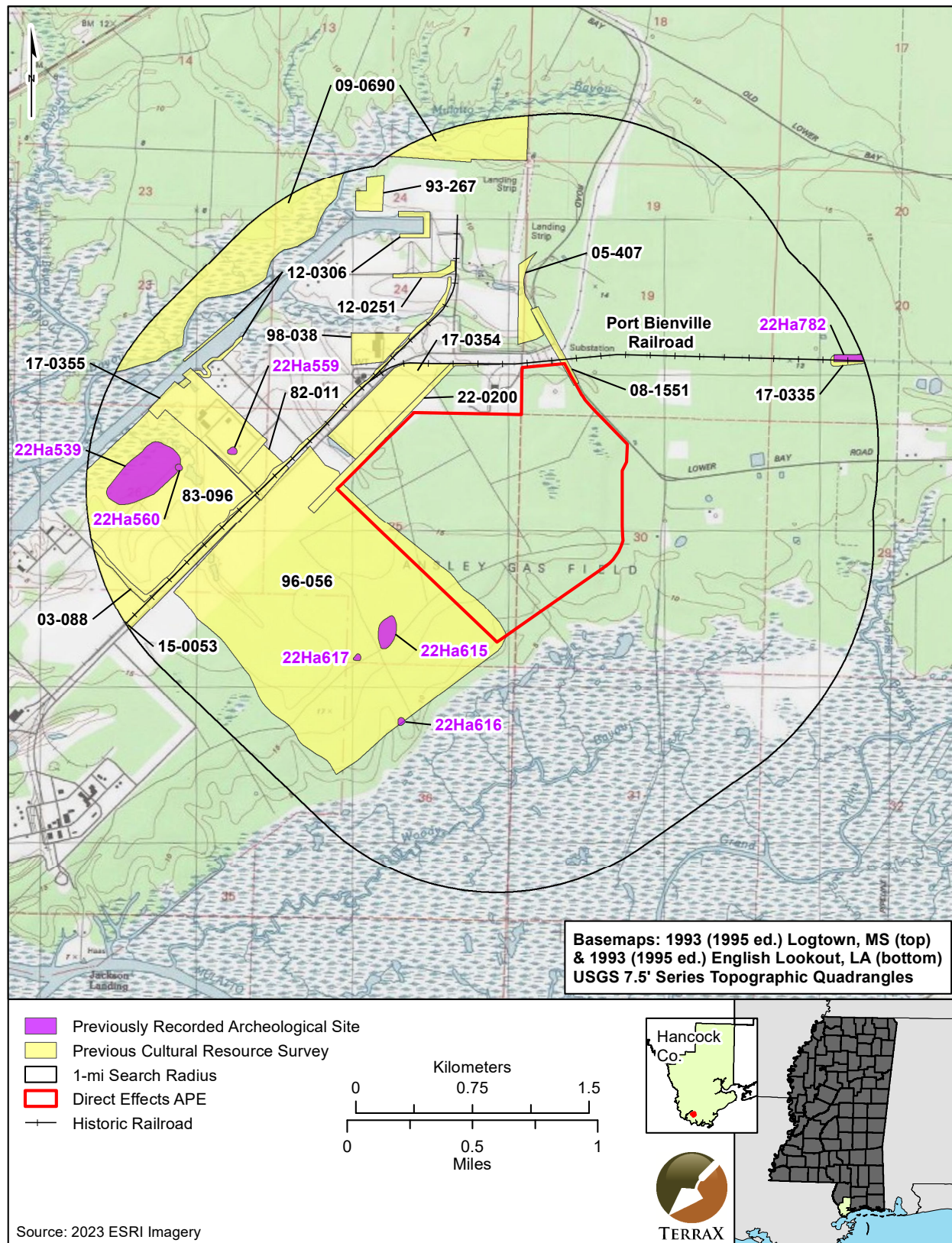


Figure 10. Map showing the project area with previous surveys, previously recorded archaeological sites, and a historic railroad within one mile.

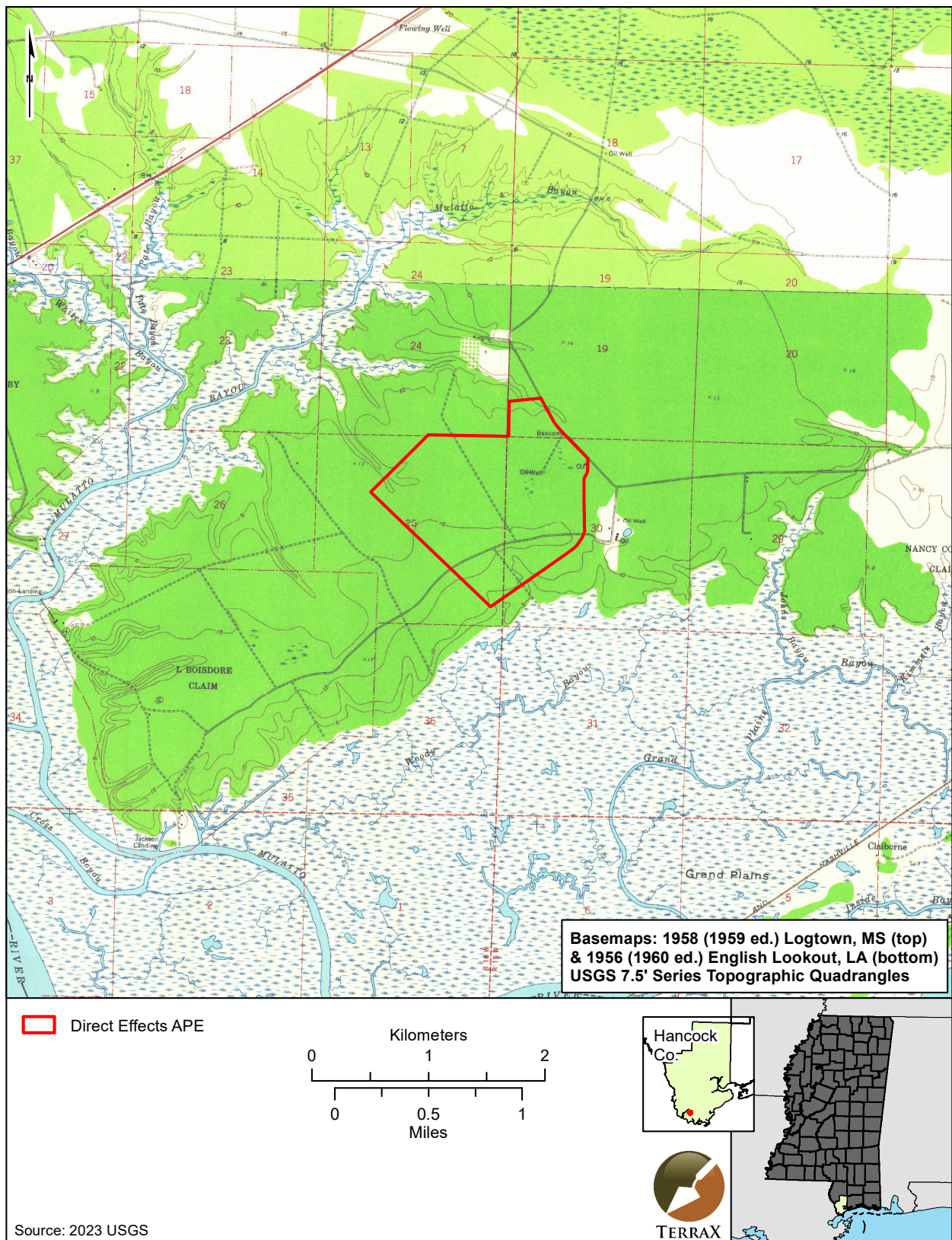


Figure 11. Historic 1958 (1959 ed.) and 1956 (1960 ed.) maps showing the project area.

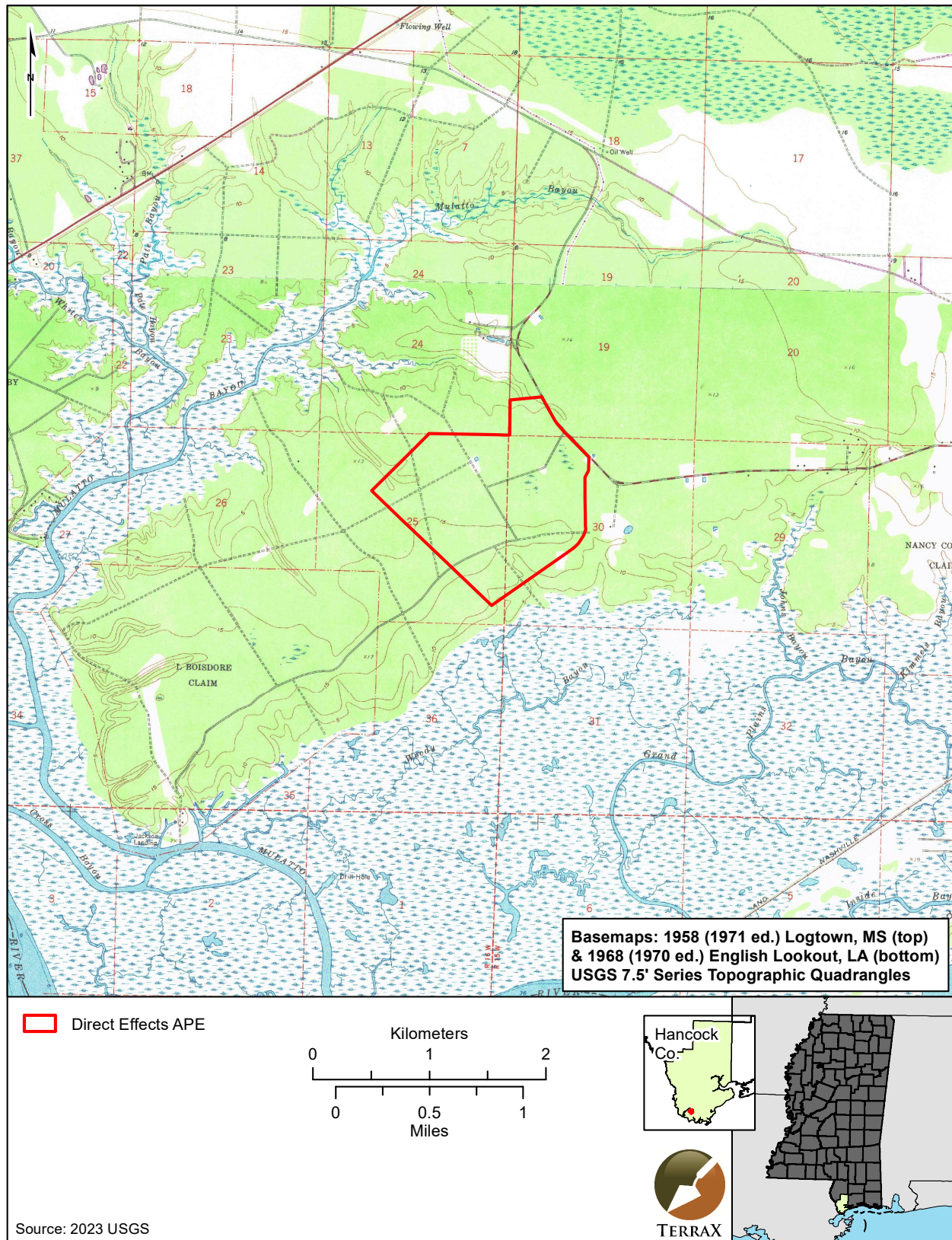


Figure 12. Historic 1958 (1971 ed.) and 1968 (1970 ed.) maps showing the project area.

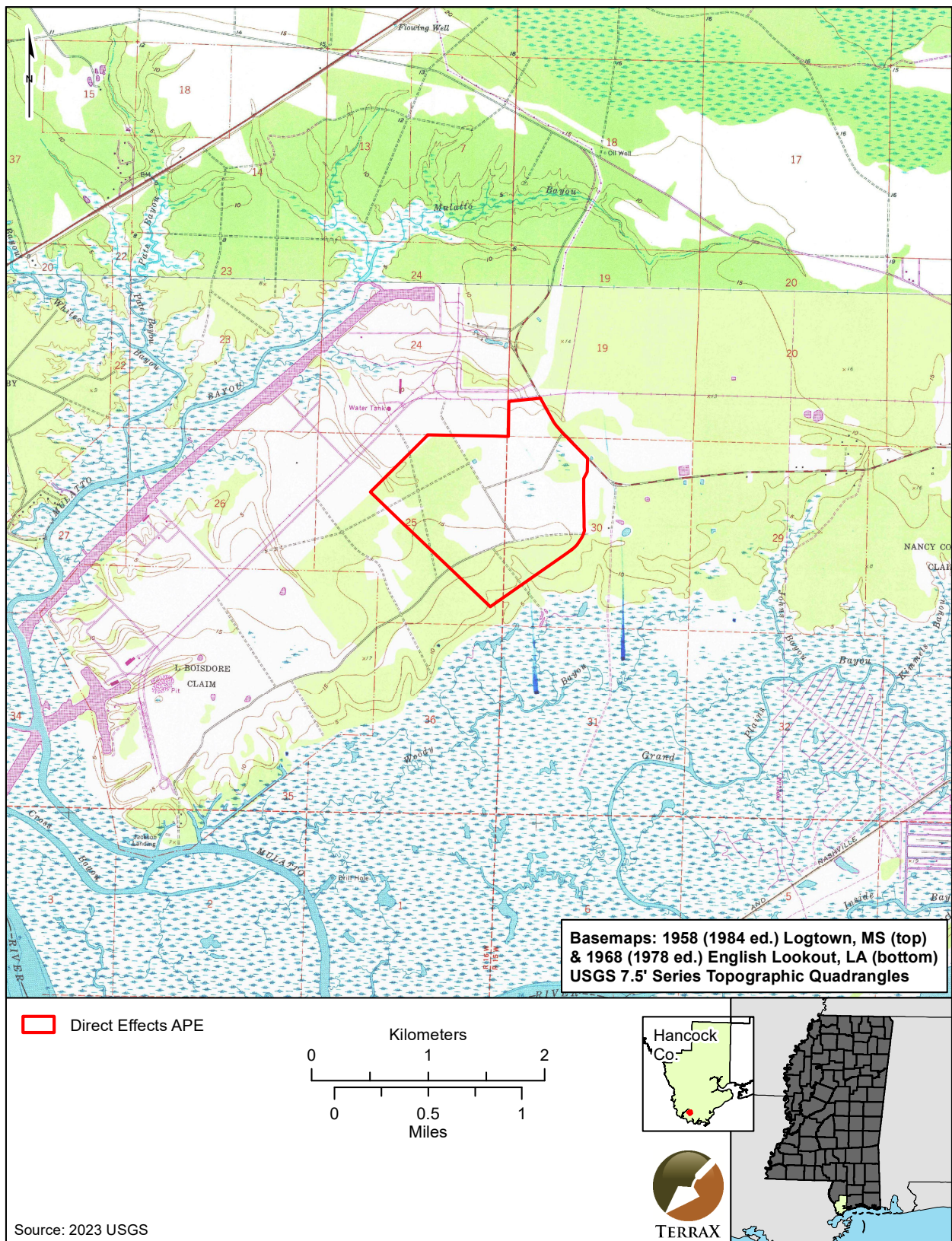


Figure 13. Historic 1958 (1984 ed.) and 1968 (1978 ed.) maps showing the project area.

FIELD METHODS

The Phase I cultural resources survey was guided by procedural standards established by MDAH. Land coverage requirements were met by walking and visually inspecting the survey area. Any exposed surfaces were carefully examined for cultural material. Subsurface testing was performed at 30-m intervals along 30-m interval transects. If cultural material is discovered, delineations are performed at either 5 or 10-m intervals. Standard shovel tests consist of 30-centimeter (cm) diameter cylindrical holes excavated to the top of the sterile subsoil layer. Soils from each test are screened through 1/4-inch hardware cloth for the purpose of recovering any cultural material that may exist at that location. When cultural material is encountered, the material is sorted by provenience and placed into bags labeled with the pertinent excavation information before being transported to TerraX's laboratory.

LABORATORY METHODS AND COLLECTION CURATION

Any cultural materials recovered during field projects are delivered to TerraX's laboratory in Tuscaloosa, Alabama, for processing. Here, materials are sorted by provenience, cleaned, and analyzed. Along with any cultural material, all project records, photographs, and maps produced while conducting the investigation are transported for curation at the Mississippi Department of Archives and History in Jackson, Mississippi (Appendix B).

ARCHAEOLOGICAL FIELD RESULTS

The project area is a flat, low-lying landform with several wetlands near its center. Vegetation generally consists of planted pine with mixed hardwoods. Several areas contain very dense undergrowth and/or standing water. There are unpaved access roads that crisscross the area. Some of these roads have been upkept, while others have been reclaimed by nature. A small creek passes through the northernmost portion of the project area. There is a light concentration of modern trash and a large amount of standing water throughout the project area. The field crew also noted the presence of wild hogs.

The current investigation required 2,150 shovel tests, 2,106 of which were negative for cultural material (Figures 14-25). Forty-four of these could not be excavated due to water (Figures 26-27). A typical shovel test in the project area consisted of 30 to 35 cm of dark greenish gray (GLEY 1 4/1) hydric clay with water at 5 cm. One isolated find (FS-1) was recorded at a concrete slab with a sizeable ferrous metal pipe located on the surface. Delineation testing around these features did not recover any cultural materials.

Isolated Find 1 (FS-1), measuring 25-x-20 m in diameter, represents a concrete feature. The find is located in the central-northern portion of the survey area, to the south-east of the dirt road intersection where the square pond was noted on the 1968 (1970 and 1978 eds.) English Lookout, Louisiana, USGS 1:250000 series topographic maps. FS-1 is positioned on a slight rise of a flood plain within moderately dense mixed pine, scrub oak, magnolia, and other hardwoods with a heavy understory of vines, briars, brush, and palmetto (Figures 28 and 29). Noted disturbances within the site include activities related to logging and hunting.

FS-1 was initially identified by a concrete slab, measuring 2.5-x-5 m, and a sizeable ferrous metal pipe between STPs 21-23 and 21-24 (Figure 30). A datum was placed southwest of the concrete slab, and six additional tests were placed in cardinal directions during delineation. Of these six tests, all were negative for artifacts. Typical shovel test profiles included a 10-cm stratum of greenish grey (GLEY 1 6/1) hydric clay overlying dark greenish gray (GLEY 1 4/1) hydric clay excavated to a maximum depth of 80 cmbs.

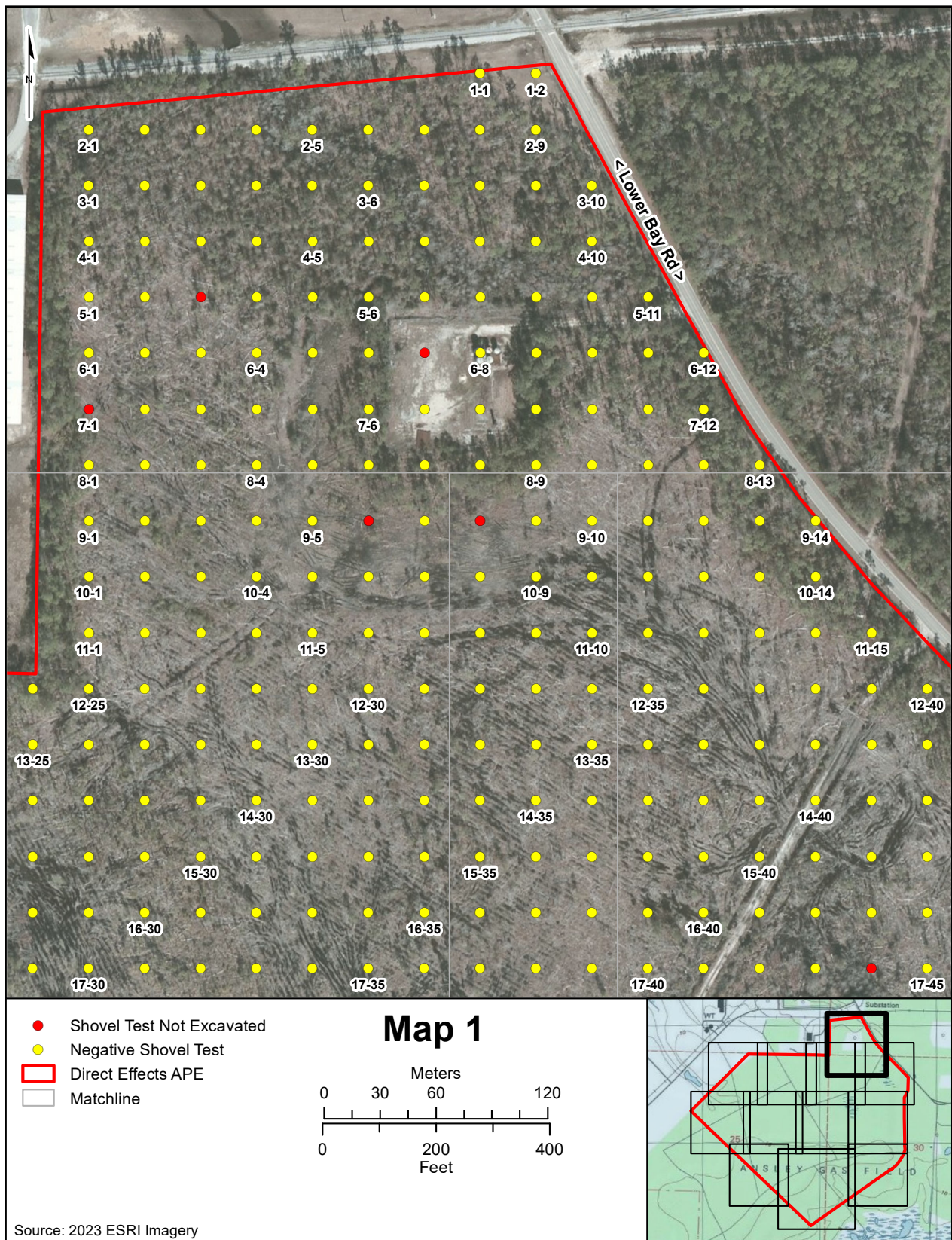


Figure 14. Aerial image showing shovel tests results the project area.

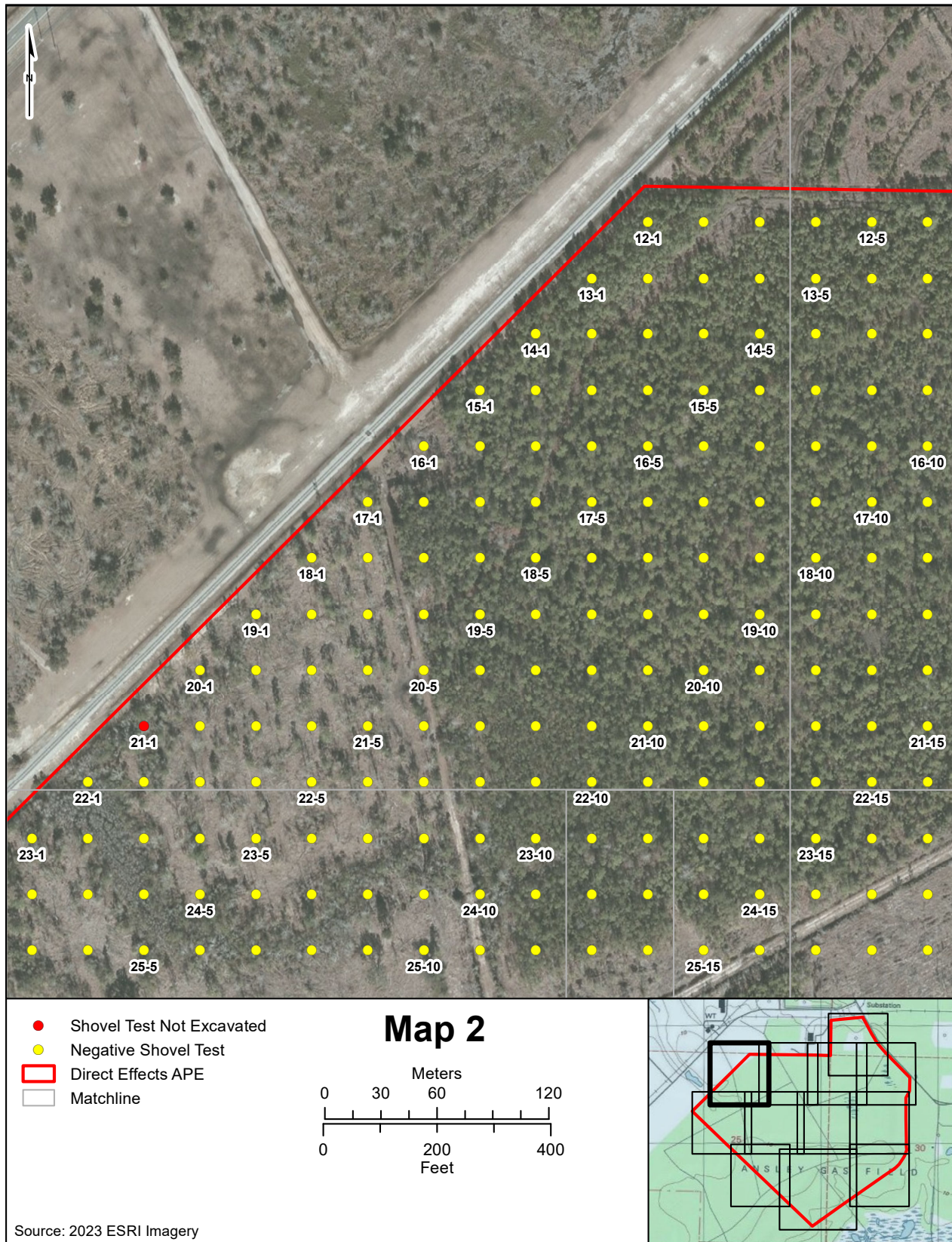


Figure 15. Aerial image showing shovel tests results the project area.

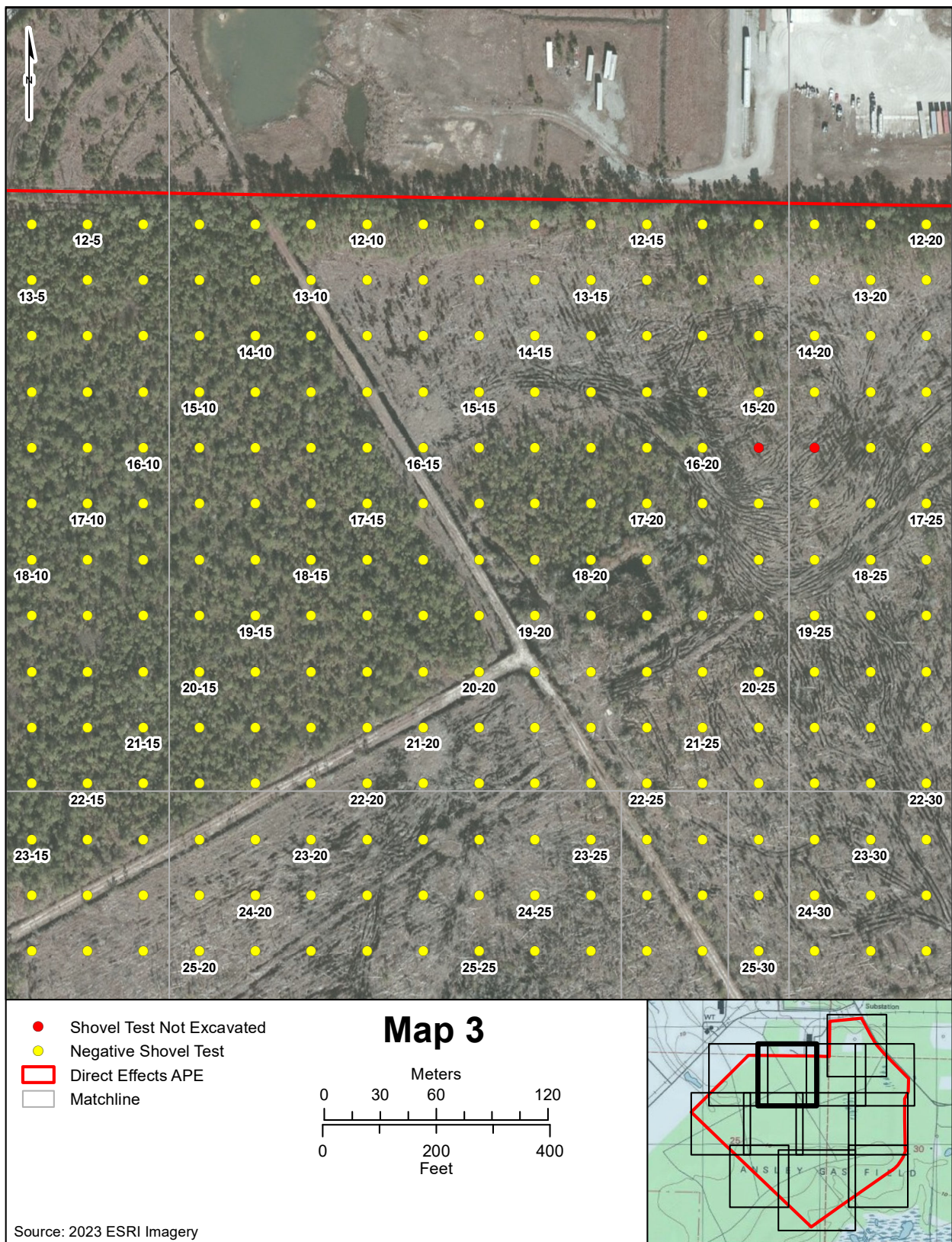


Figure 16. Aerial image showing shovel tests results the project area.

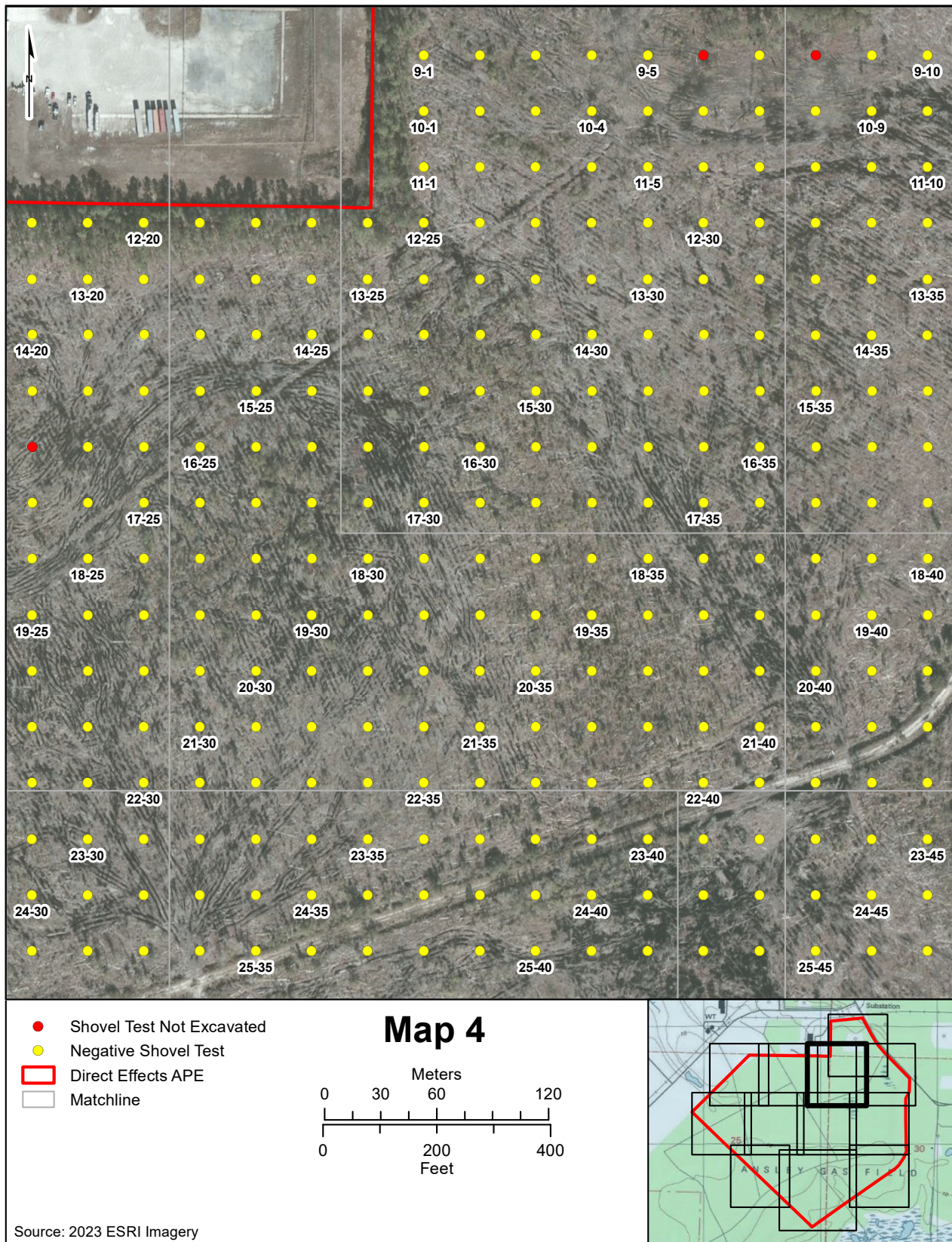


Figure 17. Aerial image showing shovel tests results the project area.

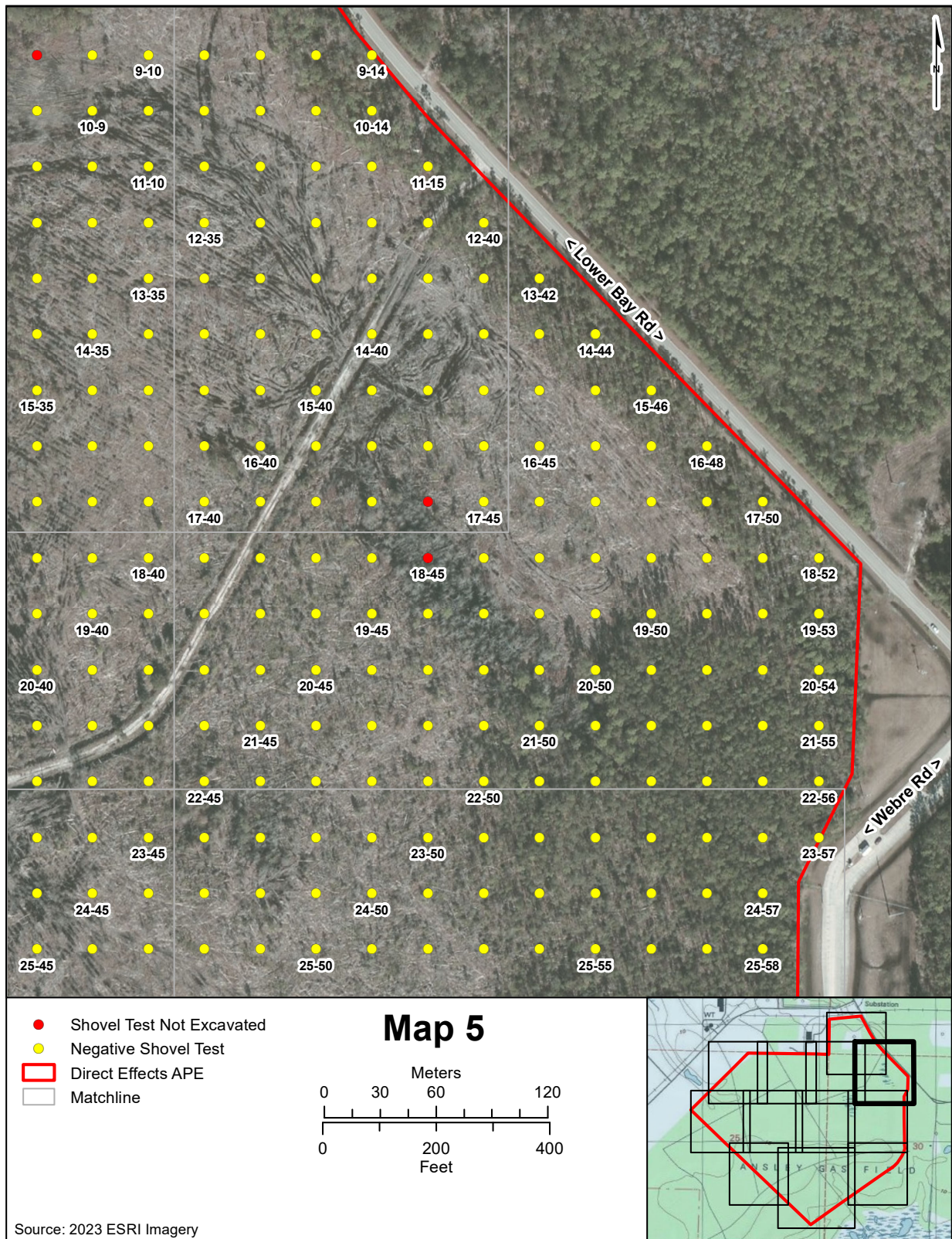


Figure 18. Aerial image showing shovel tests results the project area.

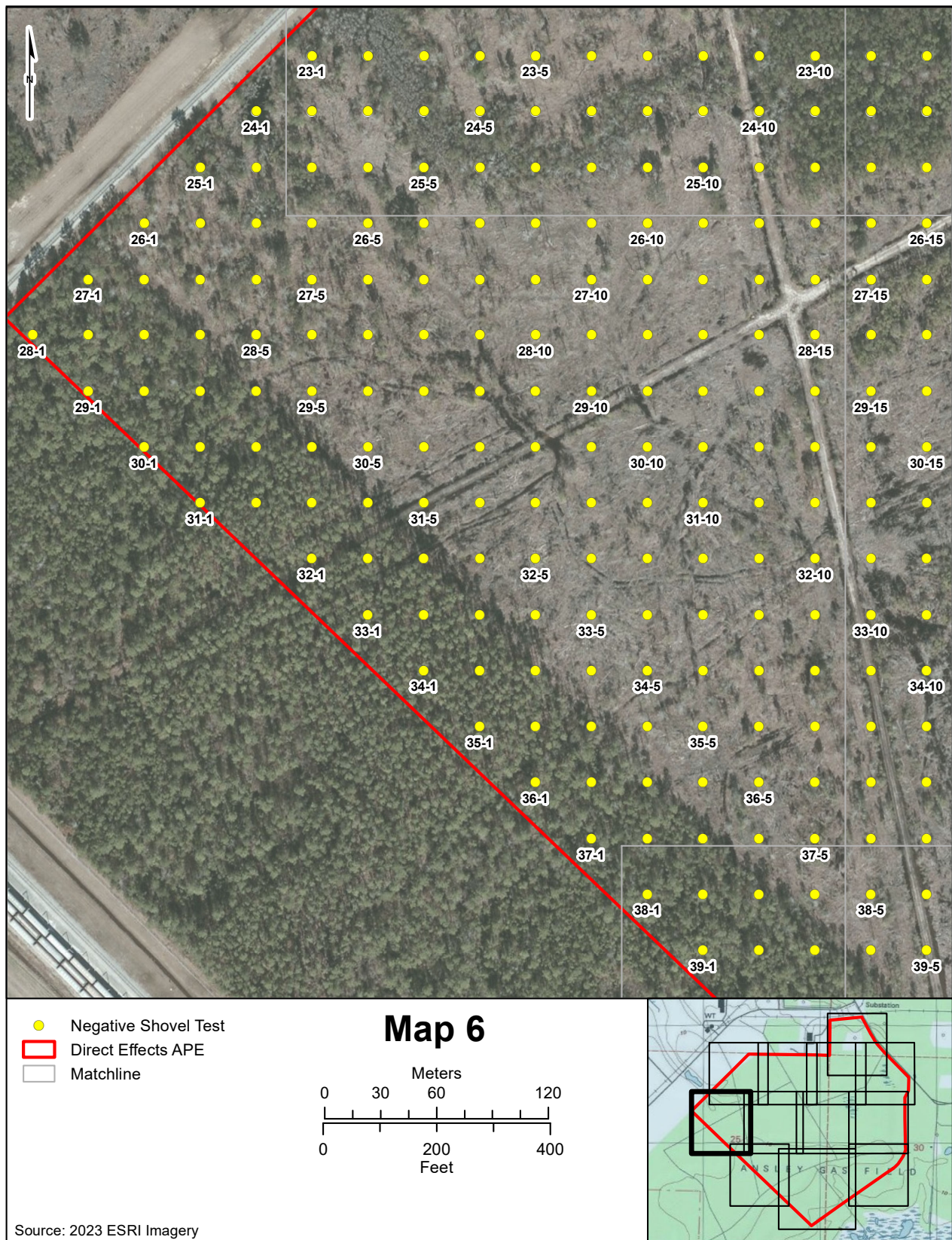


Figure 19. Aerial image showing shovel tests results the project area.

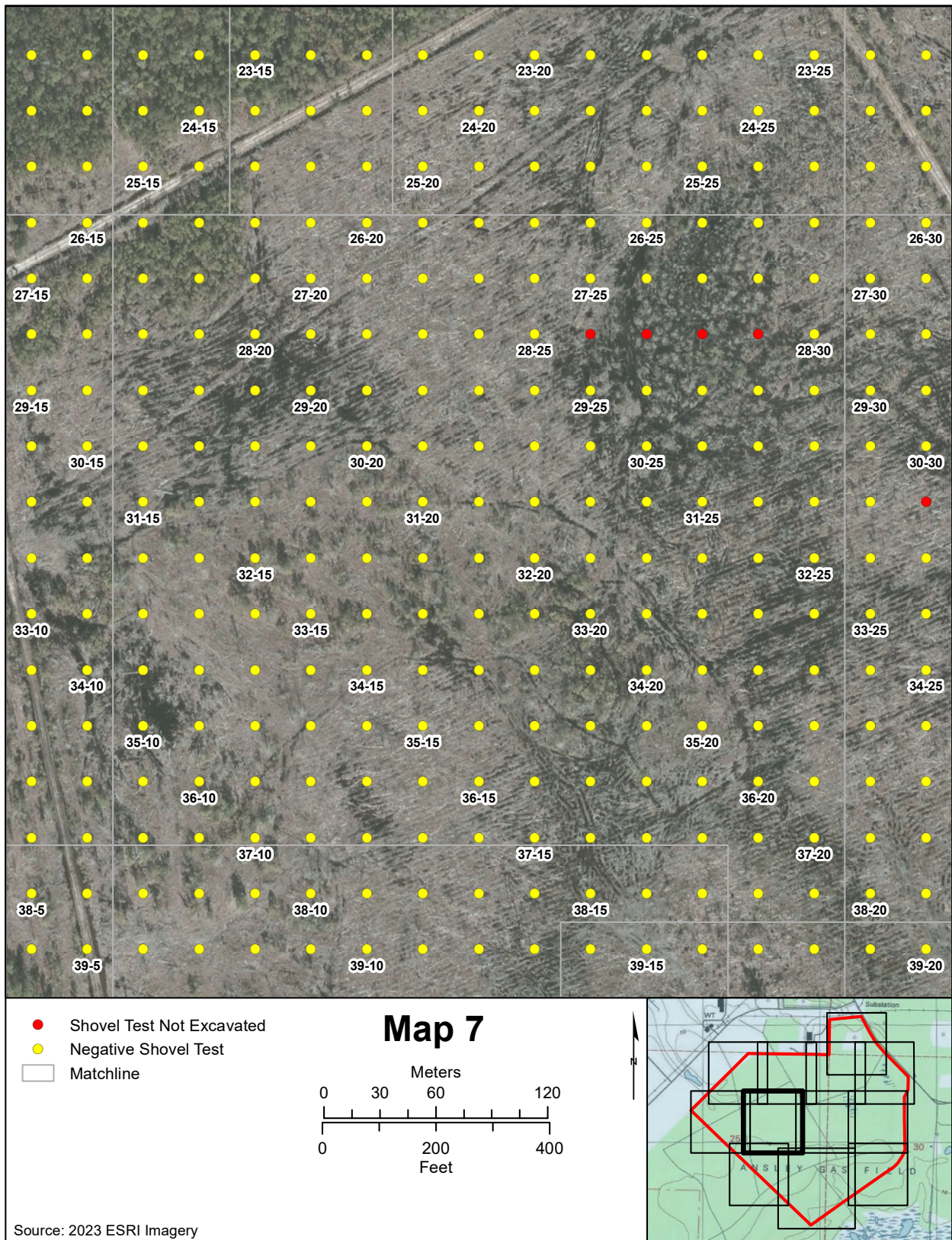


Figure 20. Aerial image showing shovel tests results the project area.

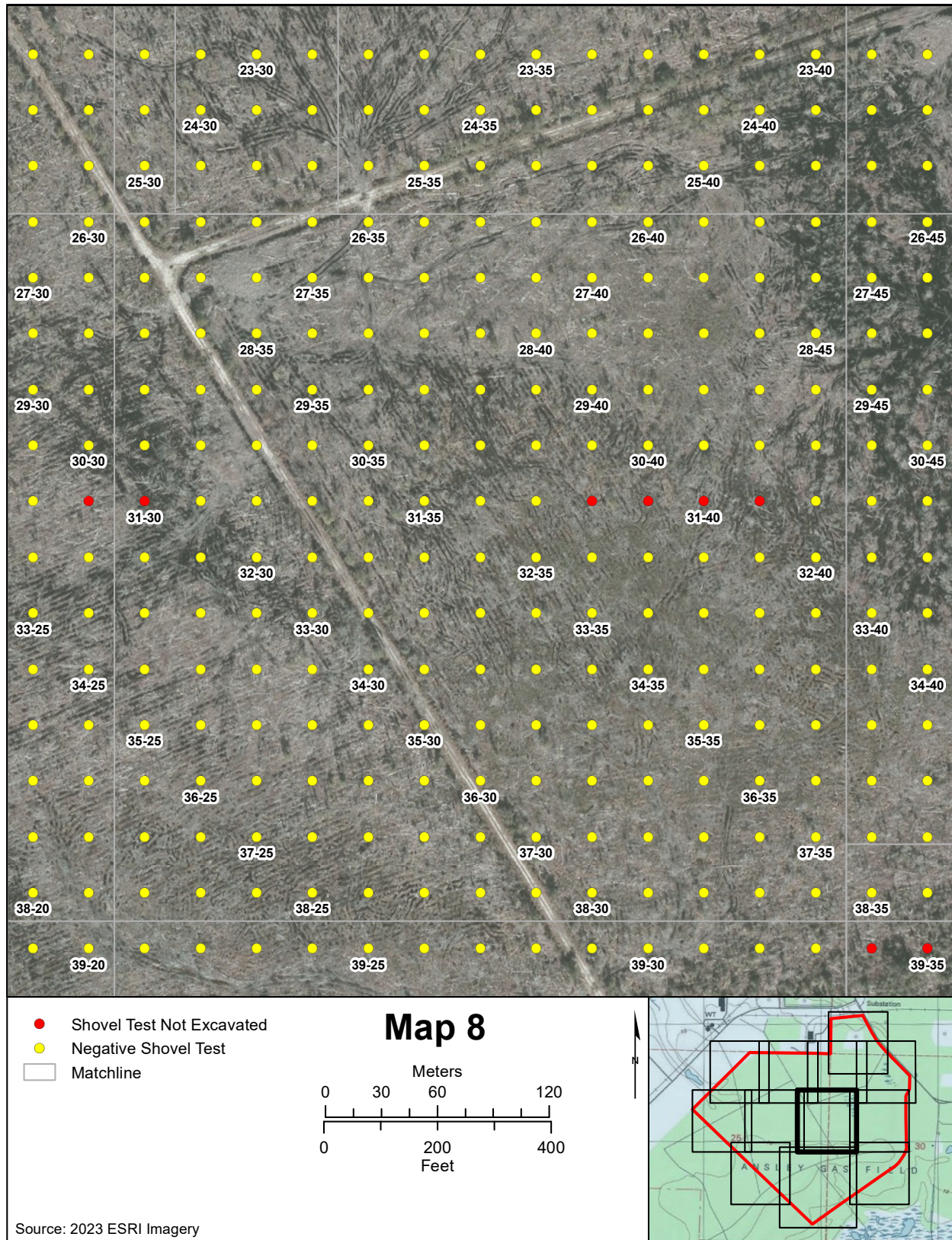


Figure 21. Aerial image showing shovel tests results the project area.

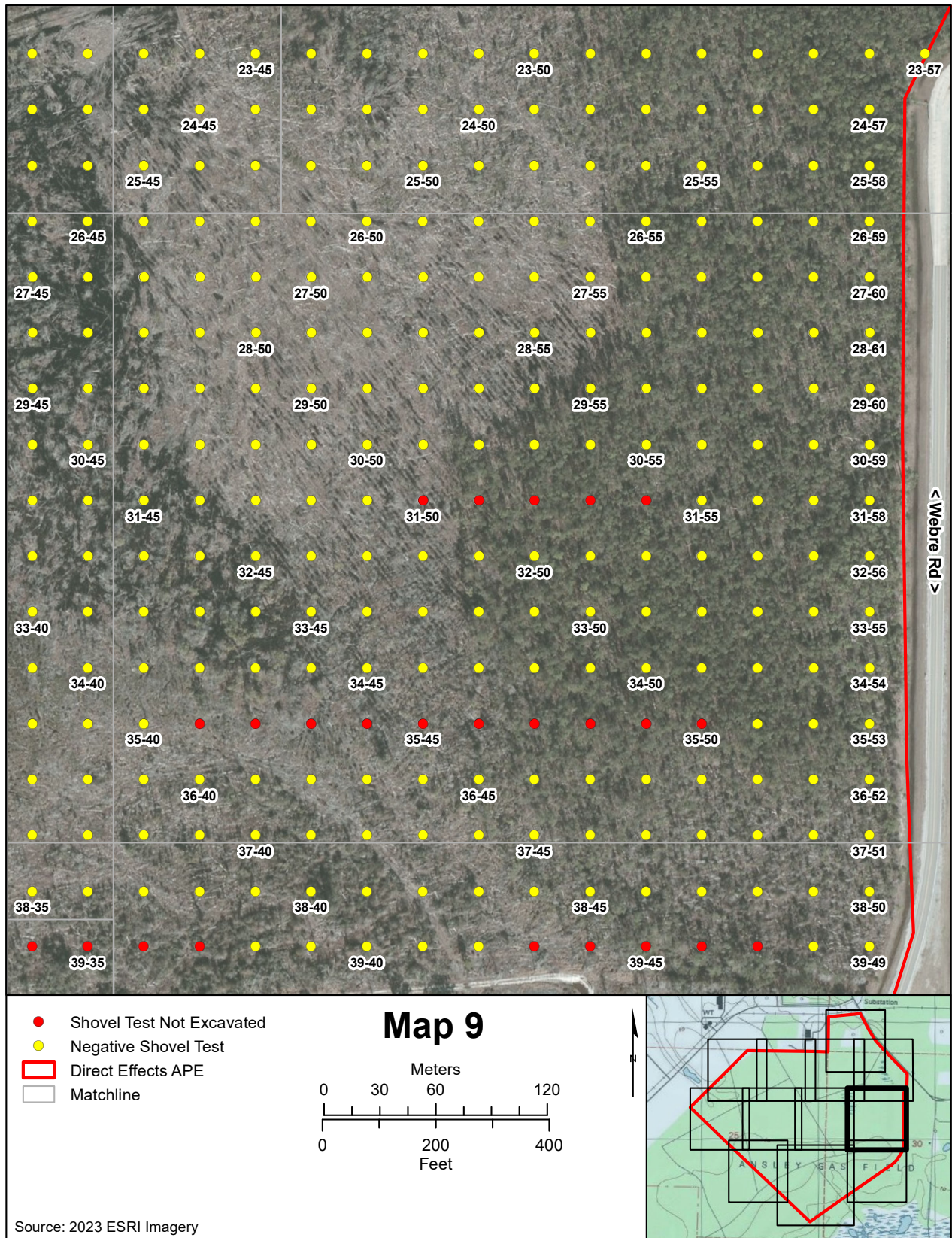


Figure 22. Aerial image showing shovel tests results the project area.

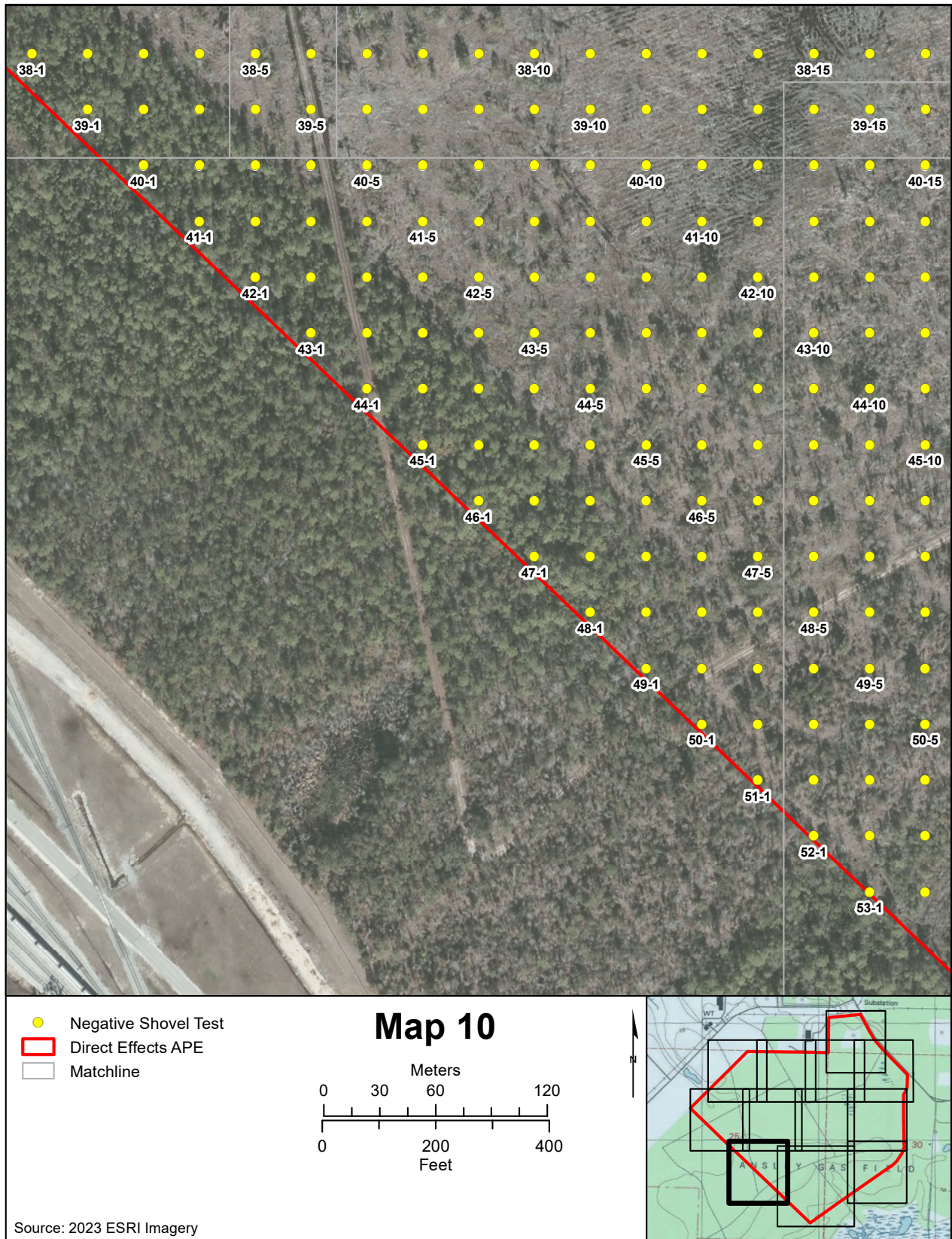


Figure 23. Aerial image showing shovel tests results the project area.

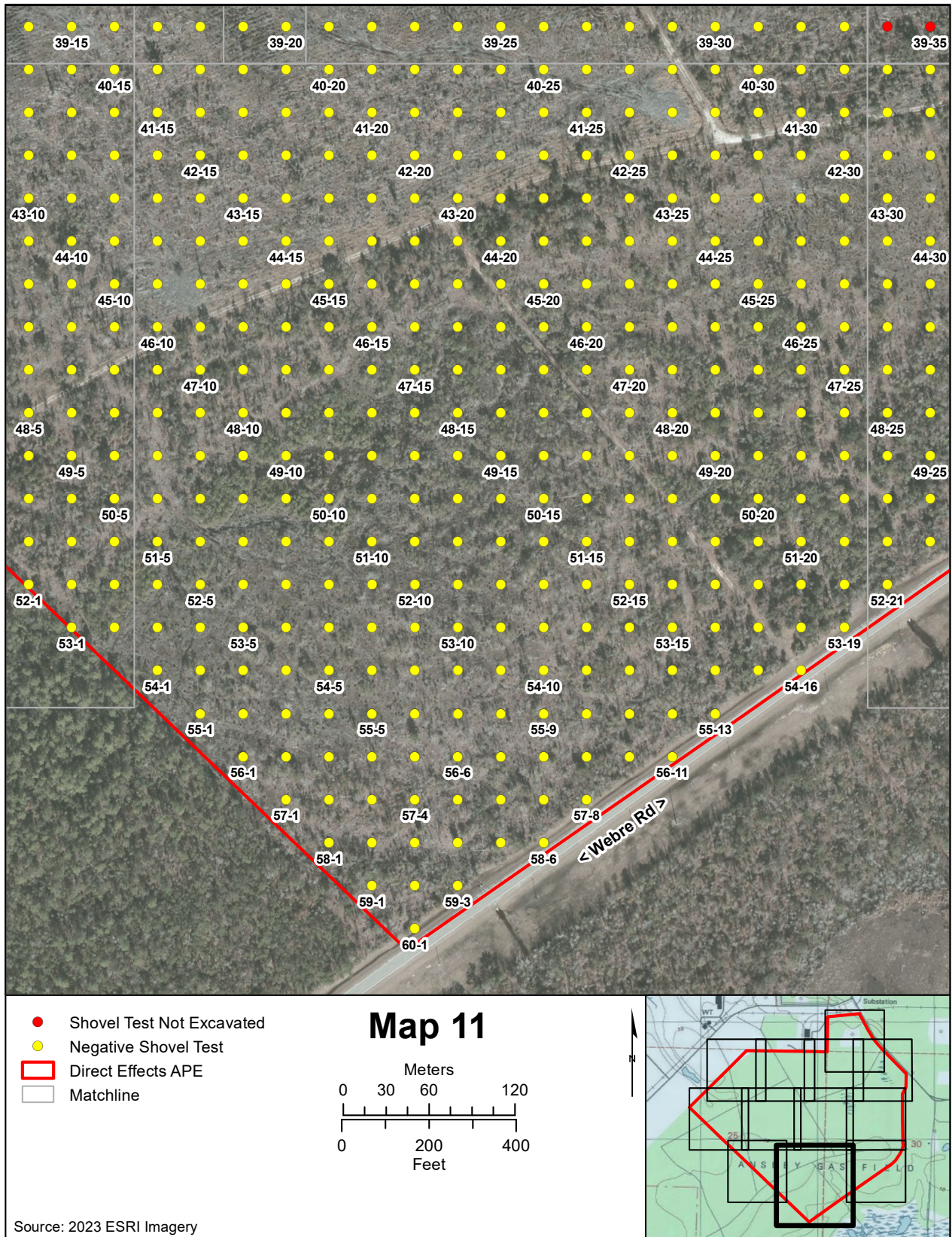


Figure 24. Aerial image showing shovel tests results the project area.

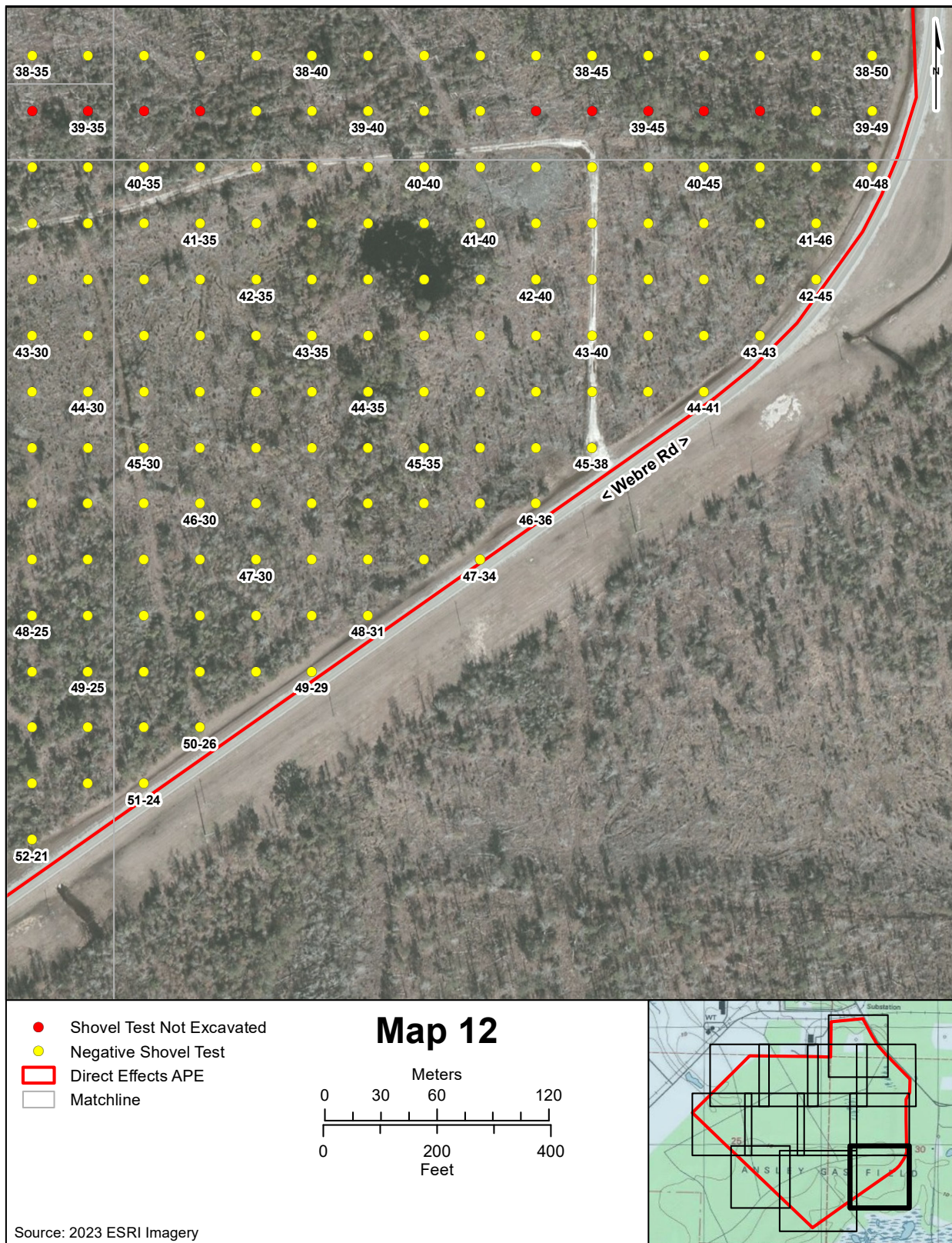


Figure 25. Aerial image showing shovel tests results the project area.



Figure 26. View of standing water at Shovel Test 28-127, facing northwest.



Figure 27. View of standing water at Shovel Test 2-5, facing southwest.



Figure 28. View of concrete slab at FS-1, facing north.



Figure 29. View of concrete slab once cleared at FS-1, facing northeast.

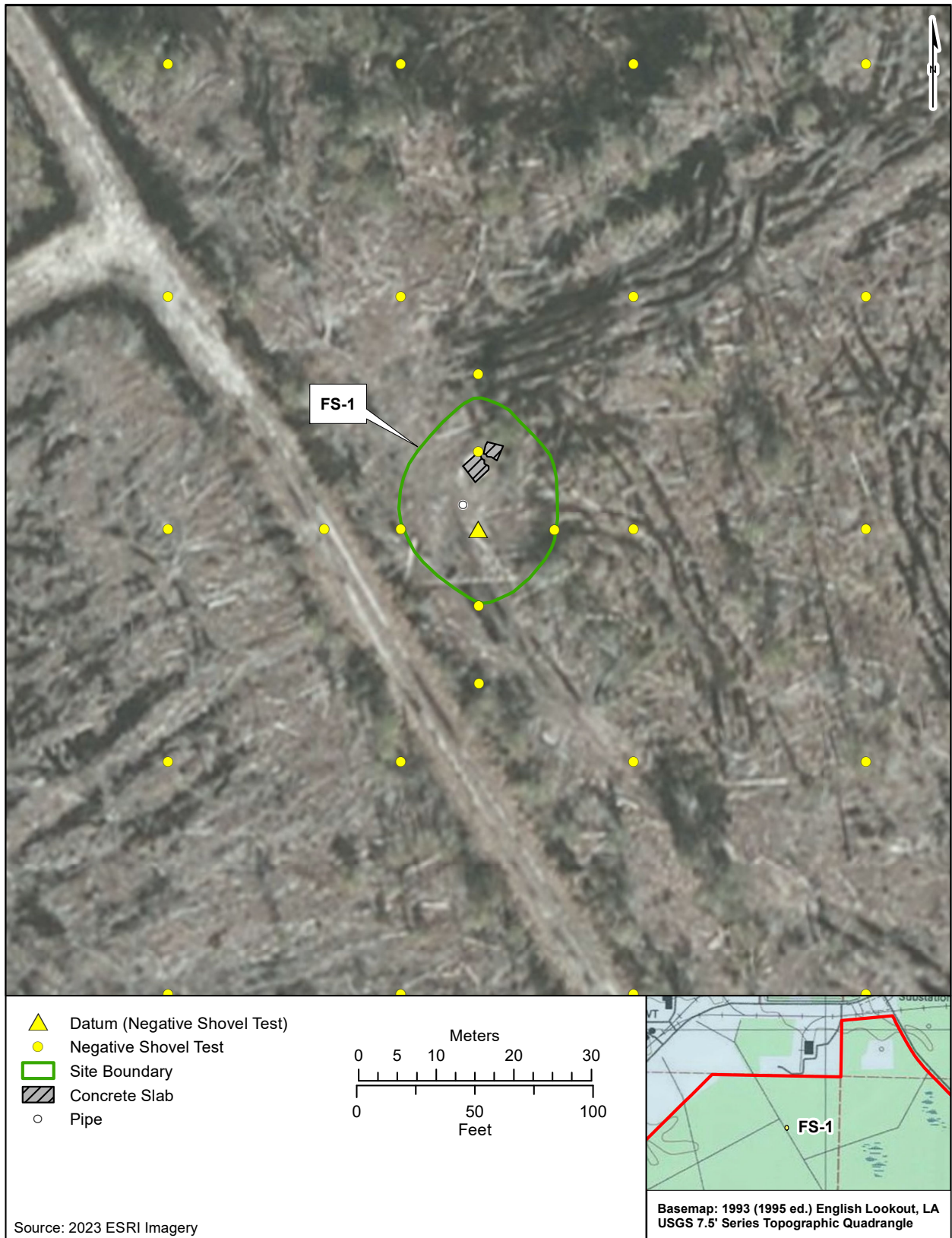


Figure 30. Isolated Find FS-1 detail map.

Historic and modern aerial photographs and topographic maps were inspected to document the presence or absence of built features in this area over time (Google Earth 2022; NETR 2022; USGS 2022). The dirt roads that crisscross the project area appear on the first available aerial photo, dated 1959. However, tree coverage hides the surface of the FS-1 area. By 1967, the square pond feature is visible, and a light feature can be seen at FS-1, but it does not appear to be a structure. Between 1967 and 1998, the pond seems to continually be reclaimed by nature until it can no longer be seen in the 2004 aerial photo. The possible feature at FS-1, seen in the 1967 aerial, is not visible on subsequent photos. However, a small structure is visible at the site on the 2010 and 2012 aerials, but is no longer present on the 2013, 2014, 2015, 2016, 2017, 2018, 2019, and 2020 areal photographs. Historic topographic maps of this area do not note any structures at the FS-1 site.

Based on the available information, isolated find 1 (FS-1) contains a concrete slab and ferrous metal pipe. Based on an aerial imagery review, this slab may have been laid between 1959 and 1967 or in the early 2000s. Visual inspection and delineation testing did not recover any cultural materials from this site. As such, the isolated nature of the find suggests it lacks significant data potential. Thus, FS-1 is believed to hold no research potential beyond the findings of this investigation. Isolated finds, by definition, are ineligible for listing on the NRHP, and as such, no further work is recommended.

ARCHITECTURAL RESULTS

The architectural survey did not result in the identification of any resources within the Port Bienville Industrial Park project indirect area of potential effect (APE). This conclusion is based upon the available information provided by the Mississippi Department of Archives and History (MDAH) and National Register of Historic Places (NRHP) databases, topographic maps, and aerials dating between 1893 and 2020. The architectural survey was completed by SOI-qualified Architectural Historian Samuel Johnson MHP and reviewed by SOI-qualified Architectural Historian Briane Shane MID.

ARCHITECTURAL SURVEY RESULTS

In compliance with Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800), TerraX conducted a historic resource survey to identify resources that are listed or may be eligible for inclusion in the NRHP within and around the area of interest for the Port Bienville Industrial Park project in Hancock County, Mississippi.

The project area consists of an irregular-shaped area of interest located approximately 2.17 (3.49 km) east of Pearlinton, Mississippi, and approximately 2.00 mi (3.22 km) southeast of State Highway 90. The project area totals approximately 480 acres. The project area landscape is largely undeveloped with large areas of dense tree growth and a few transmission corridors and service roads. The surrounding environment consists of a mixture of historic and non-historic commercial buildings, an industrial park, large areas of dense tree growth, and wetlands. The project consists of the expansion and construction of an industrial site within the Port Bienville Industrial Park.

IDENTIFICATION OF HISTORIC PROPERTIES

Due to the nature of the Port Bienville Industrial Park project and the surrounding environment, a 0.25-mile visual, or indirect, APE was utilized to determine the presence of any historic architectural resources. Prior to commencing fieldwork, the NRHP, MDAH, and various available historic maps and aerial photographs were reviewed to identify any resources aged 50 years and older within the APE (National Park Service [NPS] 2022; MDAH 2022; Nationwide Environmental Title Research [NETR] 2022; United States Geological Survey [USGS] 2022a, 2022b). The search did not find any resources listed on the NRHP, nor were any

resources previously recorded with MDAH. The available aerials dated to 1952, 1954, 1959, 1967, 1969, 1970, 1971, 1972, 1973, 1975, 1976, 1978, 1979, 1982, 1983, 1985, 1989, 1998, 2004, 2005, 2007, 2009, 2010, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, and 2020 (USGS 2022a; NETR 2022). The available topographic maps dated to 1893, 1901, 1917, 1924, 1935, 1940, 1949, 1954, 1957, 1960, 1963, 1965, 1966, 1968, 1970, 1973, 1978, 1980, 1983, 1984, 1995, 2012, 2015, 2018, and 2020 (USGS 2022b). Following the review of the available maps, aerials, and property data, it was determined that no historic-age resources are located within the indirect APE. No further architectural survey is recommended.

CONCLUSIONS AND RECOMMENDATIONS

TerraX, under contract with Cypress Environment & Infrastructure of Ocean Springs, Mississippi, conducted a cultural resources survey for the proposed Port Bienville project in Hancock County, Mississippi in compliance with federal and state regulations. The survey was conducted from January 9-20, 2023 by Paul D. Jackson (field director), Emma J. Pepperman, Chris Rivers, and Kevin Rowland under the direction of Paul D. Jackson and Emma J. Pepperman co-principal investigators. Samuel Johnson MHP and Briane Shane MID evaluated the structures. This study aimed to determine if any prehistoric or historic properties exist within the limits of the proposed survey area and if so, to document and assess each based on the National Register of Historic Places (NRHP) criteria.

One Isolated Find, FS-1, consisted of a 2.5-x-5 m concrete slab and sizeable ferrous metal pipe. Delineation testing did not recover any cultural materials or locate any other features. Based on an aerial imagery review, this slab may have been laid between 1959 and 1967 or in the early 2000s. FS-1 is believed to hold no research potential beyond the findings of this investigation. Isolated finds, by definition, are ineligible for listing on the NRHP, and as such, no further work is recommended.

The architectural survey did not result in the identification of any resources within the Port Bienville Industrial Park project indirect APE. This conclusion is based upon the available information provided by the MDAH and NRHP databases, topographic maps, and aerials dating between 1893 and 2020. The architectural survey was completed by SOI-qualified Architectural Historian Samuel Johnson MHP and reviewed by SOI-qualified Architectural Historian Briane Shane MID.

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APPENDIX A CURATION AGREEMENT

November 16, 2021

Raychel Durdin
TerraXplorations, Inc.
3523 18th Ave NE
Tuscaloosa, Alabama 35406

Dear Ms. Durdin:

As per your request, this letter is to confirm our agreement with TerraXplorations (TerraX) to provide curation services on an as-needed basis. The Mississippi Department of Archives and History's Archaeological Repository is recognized by a number of federal agencies as a repository meeting the curation standards in 36 CFR Part 79 and has a number of formal agreements to provide curation under these guidelines to federal and state agencies such as the National Forest Service, Federal Energy Regulatory Commission (FERC), Mississippi Department of Transportation (MDOT), Federal Emergency Management Agency (FEMA), and others.

Please be advised that materials for curation should be submitted ready for storage or a reboxing fee will also be applied. Project collections should be submitted within one calendar year of completion, although smaller projects may be compiled for periodic submission. This agreement is subject to renewal after two years. Should an agency representative need further information, they should contact me at 601-579-6945.

We appreciate the opportunity to be of assistance and look forward to working with you.

Sincerely,



Cindy Carter-Davis
Chief Archaeologist and Curator of Federal Collections

Cc: Paul Jackson, TerraXplorations
Salina Henderson, Collections Manager