National Park Service
U.S. Department of the Interior

2007 Archaeological Inventory Lower Stevens Canyon Road

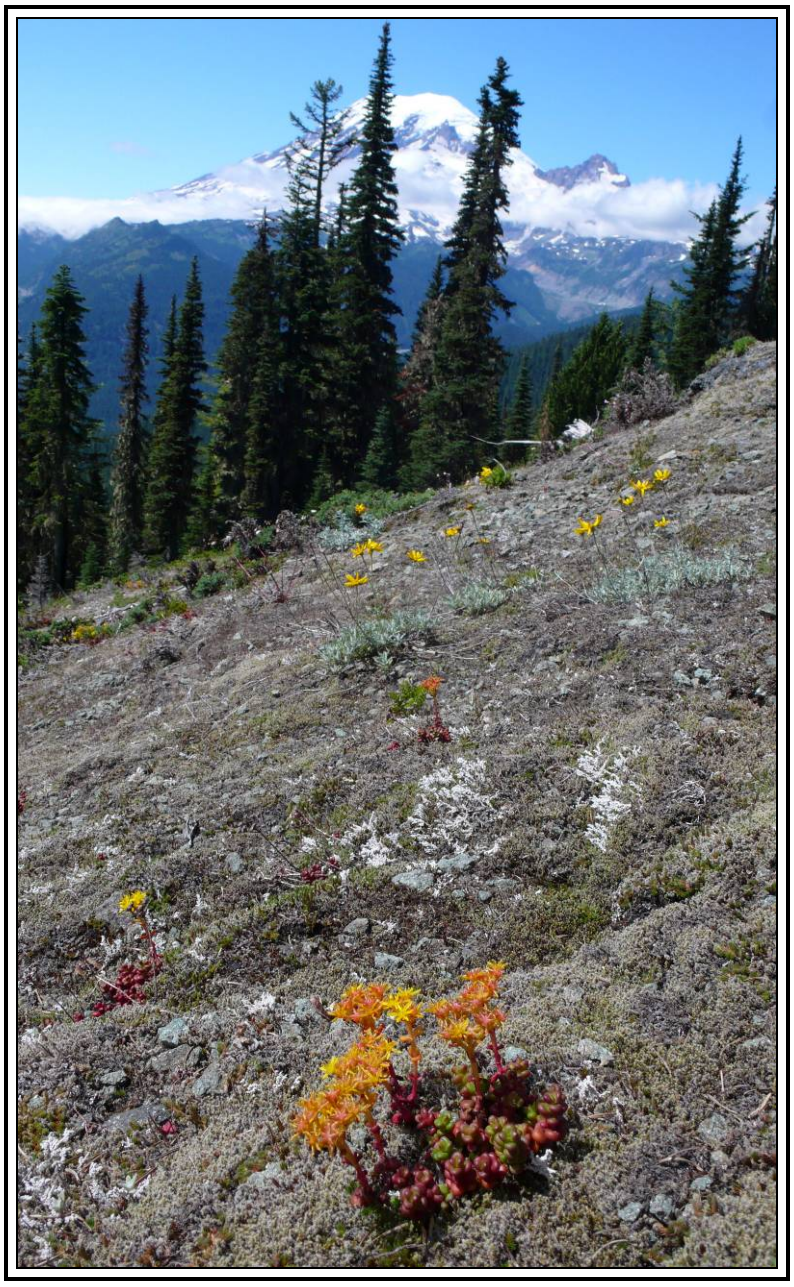
Mount Rainier National Park

November 2008

2007 Archaeological Inventory
Lower Stevens Canyon Road
Mount Rainier National Park

Prepared by:
Benjamin M. Diaz
National Park Service, Mount Rainier National Park

November 2008



Looking Northwest from Cowlitz Divide

Contents

Introduction

Mount Rainier National Park (MORA), in conjunction with the Federal Lands Highway Program (FLHP), proposes rehabilitation of Stevens Canyon Road scheduled to begin in fiscal year 2011. Rehabilitation of the entire road corridor was conceived originally as a multi-phased project. However, currently the phases have been combined to consist of the single project Stevens Canyon Road Phase I and IV. Phase I involves the rehabilitation of the first five miles of the road beginning at the Stevens Canyon Wye and ending at the Stevens Creek bridge. Archaeological survey was completed for the Phase I section in 2005 and documented in the *2005 Archaeological Inventory Upper Stevens Canyon Road* (Diaz and Burtchard 2005). Phase IV involves five mile lower east section of Stevens Canyon Road form the curve at Backbone Ridge to the Stevens Canyon park entrance.

The current project is the first formal archaeological survey specifically directed at the *lower* Stevens Canyon road corridor. The complete survey consists of the 18 mile corridor from the Box Canyon picnic area east to the Stevens Canyon park entrance; including the five mile Phase IV section noted above. Map Figure 1 on the following page shows the entire length of the Steven's Canyon Road; emphasizing sections inventoried in 2005 and in 2007.

The body of this report consists of data derived from 1) previous results of surveys and reports related to the general lower Stevens Canyon area; and 2) the results of new survey completed in the fiscal year 2007 focused on the lower Stevens Canyon road corridor. The report consolidates known sources of archaeological survey, testing and research information relevant to this portion of the road through 2006; outlines survey field procedures employed in 2007; discusses results of findings; and recommends mitigations, and future management actions for archaeological resources in the lower Stevens Canyon Road area.

The first section below provides environmental and archaeological background to the general area. It addresses characteristics of the area environment as they relate to long-term human land-use patterns of the lower Stevens Canyon area, and summarizes the known archaeological status of the project area prior to the present reconnaissance. The second section describes field procedures and results of the 2007 archaeological inventory of the project area. Summary recommendations conclude the report. Results presented here should provide a notion of the range of prehistoric and historic archaeological properties in the vicinity of the lower Stevens Canyon road corridor. While we have made a good faith effort to conduct a thorough investigation of cultural properties in the area, systematic pedestrian surface surveys such as the ones described here never cover the area completely. Surface visibility, weather and steep terrain are some of the variables which hinder survey completeness and are present in this area.

Results should be taken as a substantial sample of the range of resources that may be encountered during highway rehabilitation in the project area. It is possible, perhaps likely, that these results will be expanded through mitigations such as monitoring and, if necessary, subsurface testing efforts concurrent with the construction process.

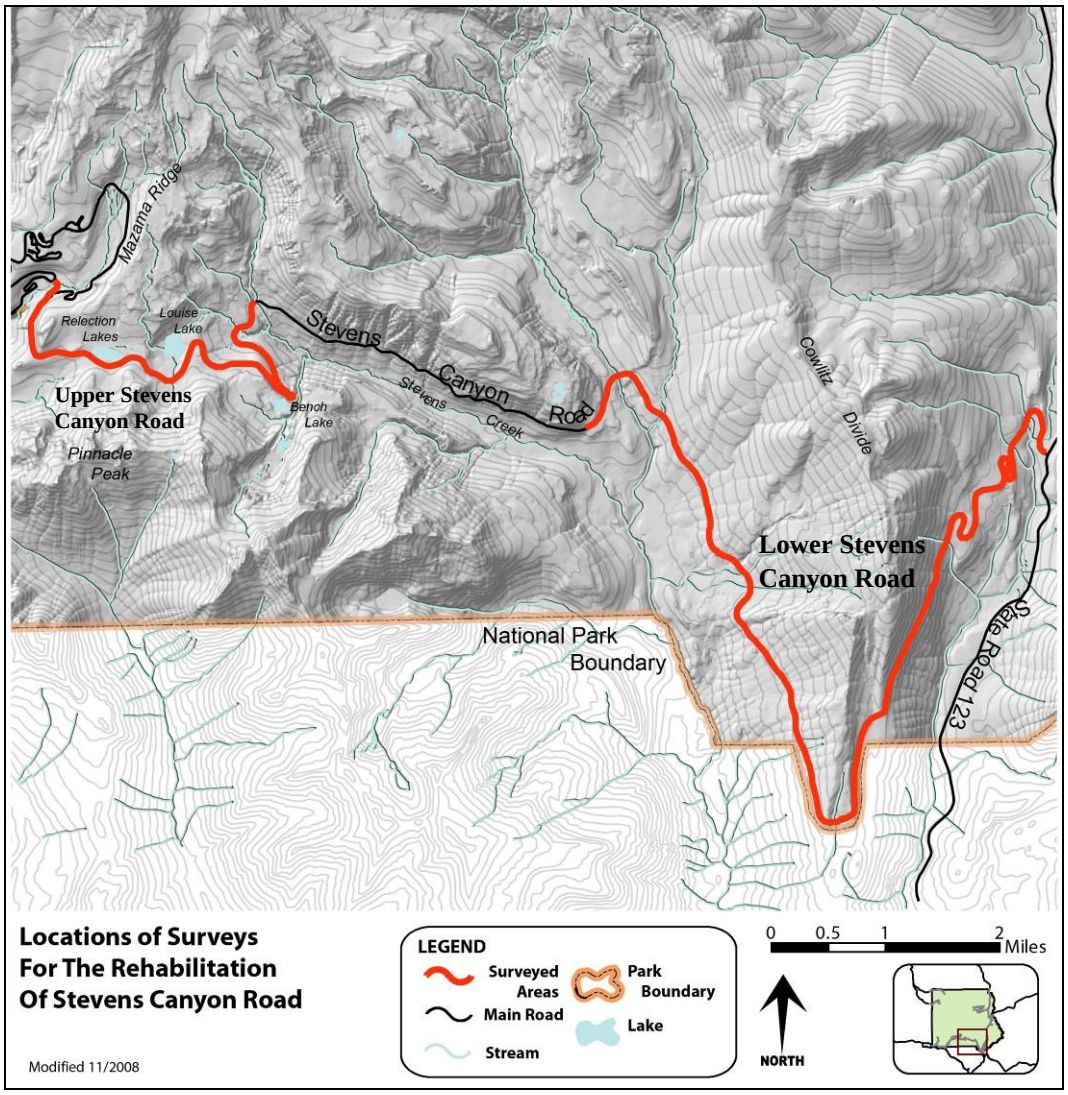


Figure 1. Stevens Canyon Road in Mount Rainier National Park
(Upper and lower inventoried sections are emphasized in red.)

Background to the Lower Stevens Canyon Area

Environment, Human Use and the Archaeological Record

The 18 miles of lower Stevens Canyon Road shown to the right in Figure 1 extends through Mount Rainier's lower montane to mid-montane ecozones as well as six

different forest communities. The length of the 18 mile segment runs through areas which will be referred by their geographical descriptions; Box Canyon area, West slope of Cowlitz Divide, Backbone Ridge, East slope of Cowlitz Divide, and Stevens Canyon entrance area.

From the Stevens Canyon entrance at 2200 ft to Box Canyon at 3000 ft, the road winds through the silver fir/Alaska huckleberry (ABAM/VAAL) forest community described in Franklin et al (1988). This montane forest is presently dominated by Douglas fir, western hemlock and western red cedar with an understory dominated by huckleberry and vine maple. Smith's (2006) ethnography of Mount Rainier National Park describes this as the Humid-Transitional Zone ecological zone that appears to occur exclusively in the Stevens Canyon/Cowlitz Ridge area. Historical faunal data from Smith describes Black-tailed deer, black bear, mountain beaver, Pacific beaver, varying hare, whistling marmot, California grouse, and Oregon ruffed grouse present in the zone. These faunal resources as well as huckleberries would have been subject to seasonal hunting by the surrounding Indian groups historically and prehistorically.

Burtchard's (1998: 15-31) archaeological overview of Mount Rainier National Park identifies a series of five environmental zones that influenced human use patterns in the past, and affect our capacity to locate the archaeological record of these uses in the present. These zones include very high elevation perpetual snowfields and glacial rubble, alpine tundra, subalpine parklands, dense northwest maritime forests, and high energy river floodplains. They are separated largely on the basis of elevation and dominant vegetation characteristics. Burtchard argues that most prehistoric human use was directed toward subalpine and alpine habitats due to the relative abundance of exploitable resources that occur there during Mount Rainier's brief summer season. Recognizing that habitat boundaries grow and shrink over very long stretches of time, implications of this perspective suggest that most prehistoric human use of Mount Rainier was directed towards upper elevation landscapes below the permanent snowline.

As of yet, prehistoric archaeological resources have not been documented in the lower Stevens Canyon area, which is consistent with the absence of a significant prehistoric record in the forested zones of Burtchard's model. That said, variables such as low surface visibility in the montane forest ecozone and the low intensity of previous surveys focused on the mountain's lower elevations should be considered when predicting the absence of a prehistoric record. We can assume with Burtchard's model and Smith's ethnographic descriptions that Indian groups prehistorically as well as historically had well established travel routes through the montane forest areas; ending at resource rich hunting and food collecting subalpine parkland areas.

Specific to the lower Stevens Canyon area, there are several significant drainage and ridgeline routes that extend into the park through the survey area; leading to

subalpine habitats and above. A number of prehistoric sites have been recorded in Cowlitz Park at the headwaters of the Muddy Fork Cowlitz River and Nickel Creek. Those two drainages along with Backbone Ridge very likely were transportation routes for Indian groups moving seasonally from outside the park to subalpine resource procurement destinations. Because of the lack of a productive systematic technique for detecting prehistoric resources in the lower forested elevations, the question of whether humans left a significant archaeological footprint along the way to known prehistorically exploited areas remains undetermined.

Historic-period archaeological remains are less constrained by resource abundance. Rather, these more recent additions to the archaeological record tend to be located in the vicinity of passable transportation and communication routes; or, for National Parks, at areas of particular scenic and recreational interest. Pressure for an in-park route joining western tourist destinations at Longmire and Paradise with the increasingly popular northeastern destination at Yakima Park (Sunrise Ridge), for example, spurred original development of Stevens Canyon Road from the Wye to the junction with State Route 123. The first survey for the road corridor was undertaken in 1925. Construction for the western end began in 1927. By 1930, the final survey report was completed; including a plan to extend the road south of Backbone Ridge into the National Forest. Work in the lower Stevens Canyon area began in 1937. Work was interrupted by World War II, but Stevens Canyon Road was finally completed in 1957 (Ackerson 2004). Historical remains related to these early recreational and road construction events are found along the length of Stevens Canyon Road.

Archaeology of Lower Stevens Canyon Road

Prior to the present project, little archaeological work had been conducted along the 18 mile stretch of lower Stevens Canyon Road. Three previous archaeological surveys, however, had been completed in the area adjacent to the road corridor. In 1995, Greg Burtchard and Steven Hamilton conducted a survey from Box Canyon up Stevens Ridge for approximately one mile. The survey area was approximately 134 acres and no archaeological resources were documented. Records of the survey can be found in the park's archaeological overview document *Environment, Prehistory and Archaeology of Mount Rainier National Park, Washington* (Burtchard 1998). In 1996, an undocumented survey was completed by Paula Hungar and Gregg Sullivan. It consisted of approximately 87 acres extending from the Backbone Ridge curve north up the ridge crest for approximately 2 miles. The survey yielded no archaeological resources and no official reconnaissance report was filed. In 1998, a survey of the Stevens Canyon entrance was completed by Ray DePuyt. This survey consisted of approximately 1.5 acres and yielded no archaeological resources.

Several archaeological finds have been made in the general area prior to the present project unassociated with the three surveys noted above; the nearest approximately 600 meters from the road corridor. Four archaeological sites, two isolated finds and one ethnographic site were documented in the general lower Stevens Canyon area, which for this report included resources within a roughly 3 mile radius centered on the boundary between townships 14N and 15N and ranges 9E and 10E in the Public Land Survey System (PLSS) as shown below in Figure 2. This circle nicely included the road corridor and resources located within the same landforms and forest communities expected along the survey route. These previously recorded finds described in Table 1 below show the diverse assemblage of the resource types and distribution one would expect to discover in the lower Stevens Canyon area.

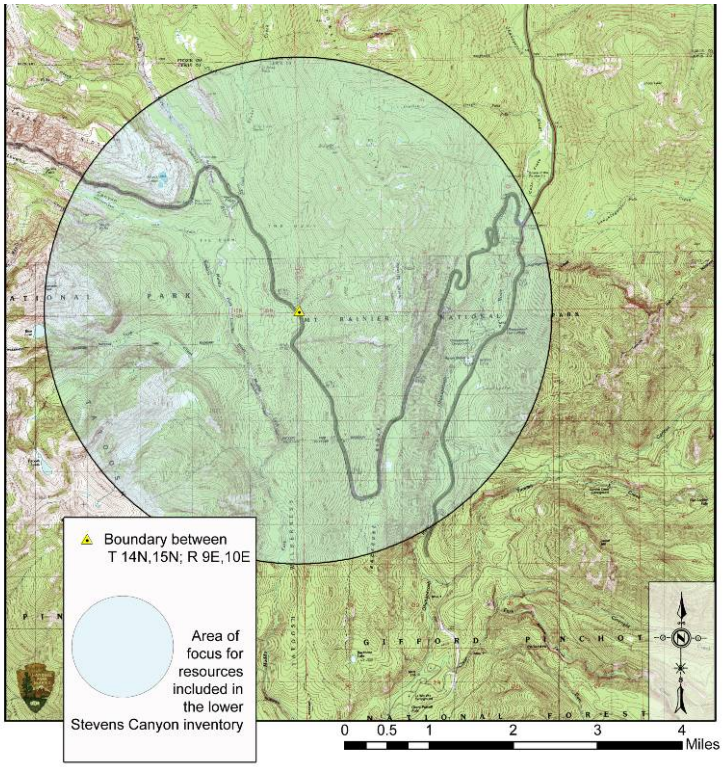


Figure 2. Area of Focus for Previously Discovered Archaeological Resources

Table 1: Summary of Previously Discovered Archaeological Resources

Site/Isolate no.	***Name***	***Site Type***	***Description***	***Location***
FS1996-02	Cowlitz Divide #1	Prehistoric	Lithic Scatter	Cowlitz Ridge
FS2006-02	Maple Creek CCC Camp	Historic	Historic Campsite	Stevens Canyon
FS2006-19	Muddy Fork CCC Blister Rust Camp	Historic	Historic Campsite	Box Canyon
FS2007-03	Nickel Creek Fence	Historic	Historic Campsite	Nickel Creek

Site/Isolate no.	*Name*	*Site Type*	*Description*	*Location*
IF1996-01	Cowlitz Divide Isolate	Prehistoric	Lithic Scatter	Cowlitz Ridge
IF2005-01	Muddy Fork Boot	Historic	Artifact Scatter	Box Canyon
E2005-03	Ohanapecosh Utility Road CMT	Ethnographic	CMT	Stevens Canyon Entrance

The 2007 Lower Stevens Canyon Inventory

Survey Procedures

Inventory of the lower Stevens Canyon Road relied primarily on systematic pedestrian survey of the road corridor. Centered on and running parallel to the road, the survey consisted of two to three transects on each side of the road spaced 10m apart measured from the edge of the road surface. This procedure effectively created a 20 meter wide intensive survey buffer on both sides of the road. The procedure was modified in some areas to accommodate variances in landform characteristics. Areas where the slope exceeded 45% were not surveyed, and areas with a very low slope such as a ridge line or basin were surveyed more intensely.

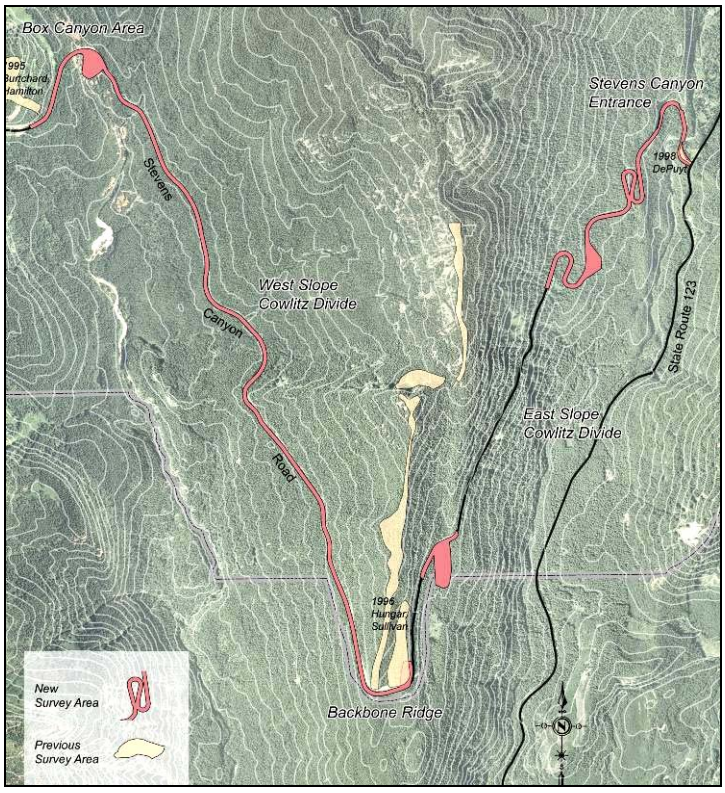


Figure 3. Survey Area Map.
2007 survey shown in rose; previous surveys in tan.

The total survey area, including the road surface, was 40 meters wide and 18 miles long for a total of 175 acres. Unsurveyed 45% and greater slopes include two stretches from Backbone Ridge along the eastern slope of the Cowlitz Divide approximately two miles long. Areas with low gradient landforms subjected to more intensive survey include an open bedrock outcrop area south of the road near Box Canyon, a portion of the ridge heading north along Backbone Ridge, two relatively flat benches just east below Backbone Ridge, and the meadow on the north side of the road near the Stevens Canyon Road entrance.

The lower Stevens Canyon Road survey reported here began on June 26, 2007 and was completed on August 13, 2007. The crew consisted of the author, seasonal archaeological technician Kevin Vaughn, and archaeological intern Meredith Van Acker. The survey began at Box Canyon, and progressed east toward the east slope of Cowlitz Ridge. Approximately two miles of the east slope of Cowlitz Ridge was deemed unsurveyable due to extreme slope (see Figure 3). The survey recommenced at the Stevens Canyon entrance and progressed west to finish at the east end of the unsurveyed Cowlitz Ridge section. In the field, some low gradient areas were determined to have a higher potential to contain archaeological resources, and the survey corridor was widened to include those areas.

Throughout the corridor, survey was hindered by thick vegetation common to mid to low montane ecozones shown in figures 4 and 5 below. This created poor surface visibility, which greatly decreased the possibility of discovering prehistoric archaeological resources. Much of the road corridor was super elevated creating large fill slopes, which limited the possibility of discovering surface archaeological resources close to the shoulders of the road.

Figure 4. Overstory and Understory Cover in the Survey Area.

Figure 5. Example of Ground-surface Visibility in the Survey Area.

Newly discovered sites and isolates were documented using the Mount Rainier archaeological site and isolate record form. Recorded information includes location data collected from a Thalus MobileMapper with accuracy up to 5 meters, site description and assemblage information, site condition and National Register of Historic Places eligibility recommendations. Photos were taken and a sketch map completed for each site. The information on the forms was then entered into the restricted access Mount Rainier Archaeological Sites Database as well as the Archaeological Sites Management Information System Database. No artifacts were collected during the current survey.

Lower Stevens Canyon Survey Results

In total, 175 acres were surveyed along the lower Stevens Canyon Road corridor during the 2007 project. Ten sites and 13 isolates were discovered and documented. Of these, five sites were considered undetermined, but potentially eligible for inclusion in the National Register of Historic Places (NRHP). The undetermined recommendation recognizes the potential for these sites to have a significant subsurface component that

could not be investigated fully enough to warrant NRHP inclusion in the absence of further testing.

Archaeological Sites

Archaeological sites are concentrations of multiple artifacts and/or permanent features such as pits or scarred trees related to past use of the landscape. Along the Lower Stevens Canyon Right of way, most archaeological sites date to early to mid-1900s park infrastructure. At least one site, a bark-peeled western red cedar, may relate to late 1800s protohistoric Native American use of the landscape not documented in written records. Newly recorded sites are listed in the summary table below. More detailed summary accounts follow.

Table 2: Newly Discovered Lower Stevens Canyon Sites

Site Field No.	*Site Name*	*Location*	*Site Type*	*Description*	*Condition and NRHP Recommendation*
FS2007-06	Box Canyon Sewer	Box Canyon Developed Area	Historic utility	The site consists of two utility trees, a historic roadbed, and a portion of the Box Canyon Sewer System	Good condition/ Recommended ineligible
FS2007-07	Lower Stevens Canyon Pit I	West Slope Cowlitz Ridge	Pit Feature	Single rectangular pit no artifacts noted	Good condition/ Recommended undetermined
FS2007-08	Lower Stevens Canyon Boundary Marker	West Slope Cowlitz Ridge	Cairn	Single boundary marker and cairn	Good condition/ Recommended ineligible
FS2007-09	Lower Stevens Canyon Pit II	West Slope Cowlitz Ridge	Pit Feature	Single rectangular pit no artifacts noted	Good condition/ Recommended undetermined
FS2007-10	Lower Stevens Canyon Trail	West Slope Cowlitz Ridge	Transporta-tion Route	Abandoned trail	Good condition/ Recommended ineligible
FS2007-11	Lower Stevens Canyon Marten Trap	Backbone Ridge	Culturally modified tree	Notch cut into tree for marten trap	Good condition/ Recommended ineligible
FS2007-15	Cowlitz Divide Dump	East Slope Cowlitz Ridge	Artifact dump	Cans and metal likely more artifacts subsurface	Good condition/ Recommended undetermined

Site Field No.	*Site Name*	*Location*	*Site Type*	*Description*	*Condition and NRHP Recommendation*
FS2007-16	Cowlitz Divide Cut Trees	Backbone Ridge	Culturally modified trees	Blazed tree, peeled cedar, axe cut stump and wire	Good condition/ Recommended ineligible
FS2007-17	Lower Stevens Canyon Car Parts I	East Slope Cowlitz Ridge	Artifact dump	Old automobile parts and a pit feature	Good condition/ Recommended undetermined
FS2007-18	Lower Stevens Canyon Car Parts II	Box Canyon	Artifact dump	Old automobile parts	Good condition/ Recommended undetermined

FS2007-06, Box Canyon Sewer, is a historic property consisting of two culturally modified trees (trees used as utility poles), a historic roadbed, and a portion of the Box Canyon sewer system. The culturally modified trees both have ceramic insulators attached to their trunks, and likely functioned as part of an early park utilities system. The insulators are located approximately 25 to 30 feet from the base of the tree. The insulators are composed of brown glazed ceramic, and made of two separate half-round pieces. The historic roadbed is approximately eight feet wide and runs generally north-south along the base of the slope in the western portion of the site. A portion of the sewer system for Box Canyon comfort station is present in the southeastern portion of the site. This feature consists of a concrete box and several sections of a buried pipeline. The pipeline is approximately 5 inches in diameter (exterior), and is segmented and connected with bolts. A metal lid caps the concrete box. A small remnant of pipe was found on site. This piece revealed that the outer shell of the pipe is metal, approximately ½ inch thick, with an inner sleeve of concrete, approximately $^{1}/_{8}$ to ¼ inches thick.

Figure 6. Sewer cover at site FS2007-06.

FS2007-07, Lower Stevens Canyon Pit I, consists of a single rectangular pit measuring 1.6 x 2.6 x 1.3 meters. The pit is situated on a south facing 40 degree slope. Tabular rocks are visible on the downslope side of the pit. A tree (species undocumented) that appears to be approximately five years old (at the time of recording) was observed growing on the downslope side of the pit. The maximum (upslope depth) of the pit is 1.3 meters; the minimum (downslope) depth is 90 cm.

FS2007-08, Lower Stevens Canyon Boundary Marker, consists of a single boundary marker composed of a 4 inch pipe surrounded by a pile of rocks. The rock pile is generally round with a diameter of roughly 4 feet, by 2 to 3 feet tall, and built of at least 4 courses of rock. The post is topped with a metal cap stamped with location information describing the boundary between Mt. Rainier National Park and the US Forest Reserve. The cap also reads: "Mt. Rainier National Park Boundary Post No. 43 WI-IT 1908 US Forest Reserve" (see Figure 7 right).

Figure 7. Boundary Marker and Rock Cairn at Site FS2007-08.

The post marks the boundary between townships 14N and 15N and ranges 9E and 10E in the Public Land Survey System (PLSS). The sides of the cap extend over the edges of the pipe and are stamped with their individual locations in the PLSS survey system. The northeast corner is stamped "T15N S31". The southeast corner is stamped "R10E S6". The southwest corner is stamped "T14N S1". The northwest corner is stamped "R9E S36". There is also a smaller, two course, 3 x 1.5 foot rock pile located to the west of the boundary marker.

FS2007-09, Lower Stevens Canyon Pit II, consists of a single rectangular pit that measures 2 meters on each side, and ranges in depth from 0.7 to 1.7 meters. No artifacts were visible on the surface, but an open area of forest extends upslope past the site location at an azimuth of 5 degrees.

FS2007-10, Lower Stevens Canyon Trail, consists of an abandoned trail, wooden signpost and three cut stump/log features. The trail is approximately 3 feet wide where it is visible and trends generally northeast and upslope. The wooden sign is faced with a deteriorating plastic sign that apparently reads "no hunting"

FS2007-11, Lower Stevens Canyon Marten Trap, consists of a single modified tree dating to the early 1900s. The modification is a prismatic cut approximately 3 feet from the base of the tree. The cut extends 8 inches into the tree, is 11 inches wide and 12 inches tall. The Douglas fir is 6.5 feet in diameter and likely functioned as a marten trap when hunting and trapping were allowed within park boundaries.

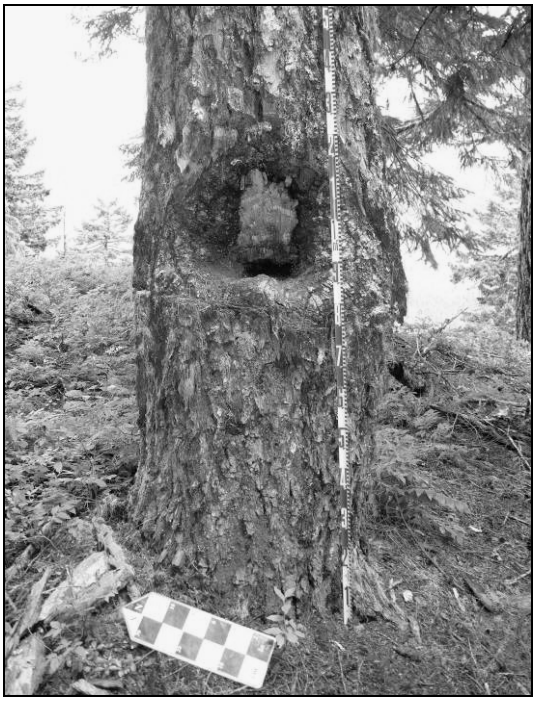


Figure 8. Marten Trap Feature at Site FS2007-11.

FS2007-15, Cowlitz Divide Dump, consists of four can fragments, four pieces of unidentifiable metal fragments, and several pieces of buried metal. No pieces of glass were observed on the surface. A heavily rusted rectangular metal box (shown below) is visible and measures 2.5 x 1.1 x 1.5 feet. The most complete can is approximately 14 inches tall and 8 inches wide and bears triangular puncture (church key) openings. The dump site is approximately 7 x 4 feet and situated between two fallen logs. There likely is a substantial subsurface component.

Figure 9. Metal Artifact Dump at Site FS2007-15.

FS2007-16, Cowlitz Divide Cut Trees, consists of a blazed tree, a potentially protohistoric peeled Western red cedar, an axe cut stump, and a piece of bare steel wire. The historic blazed tree (left below) has a single rectangular cut (10 x 12 inches) on the upslope side. The same tree has a second blaze on a lower section of trunk with a round headed nail. The peeled cedar (below right) displays a tapered, well healed scar on one side. The scar is 14 inches wide at the base and tapers to approximately 4-6 inches at the top The scar extends up the tree approximately 8 feet from its origination approximately 24 inches from the base. This tree may date to the very early historic or protohistoric period.

Figure 10. Historic Blazed Tree (left). Protohistoric Bark-peeled Cedar (right)

FS2007-17, Lower Stevens Canyon Car Parts I, is a collection of old automobile body parts partially buried in the forest duff, and a single small pit feature containing several pieces of rubbish. Artifacts on the surface consist of two running boards, two fenders, a door, and several other pieces of structural metal, flat window glass and several pieces of rubber. All artifacts except the door are buried in the forest duff, and while not completely exposed, are consistent with 1920s to 1930s automotive styles.

Please note that the extent of the site remains unknown as no excavation has been conducted. The door measures 50 x 170 centimeters and has a stylized handle. The running boards are 27 centimeters wide and 144 centimeters long and have rubber tread pads on one side. The fenders are curvilinear in shape, 150 centimeters long and 50 centimeters tall. Four- sided nuts are present on the body pieces. The pit feature is located 20 meters southeast from the datum and measures 5 x 3 feet. A crimped seam can was found in the bottom of the pit and measures approximately 8 x 10 inches. A 6 x 4 inch piece of tar paper or similar coated fiber was also found in the pit.

Figure 11. Automotive Fender at Site FS2007-17.

FS2007-18, Lower Stevens Canyon Car Parts II, consists of three car parts partially buried in the forest duff. The most visible part is a single door measuring 133 x 76 centimeters. A fender measures 59 x 130 centimeters and has remains of blue paint in some areas. The third piece is unidentifiable and mostly buried. It is likely that more artifacts are present at the site below the surface but are not currently visible.

Isolated Finds

Isolated archaeological finds consist of artifacts or very small groups of artifacts that appear to represent single use discard events, or other non-sustained idiosyncratic uses of the landscape. The artifacts are also limited to surface-exposed context without

discernable potential for additional discoveries in the immediate vicinity. Isolated finds are not National Register eligible.

Table 3 lists isolates documented during the 2007 Lower Stevens Canyon Survey. Because of the limited nature of the remains, no further description is included here. As with sites, however, a more complete record is maintained in site files and on the park's digital archaeological database.

Table 3: Newly Discovered Isolated Finds

Isolate Field No.	*Site Name*	*Location*	*Site Type*	*Description*	*Condition*
IF2007-01	Box Canyon Milk Can	Box Canyon	Artifact	Metal milk jug	Good condition
IF2007-02	Stevens Canyon Road Bucket	West Slope Cowlitz Ridge	Artifact	Metal bucket	Good condition
IF2007-03	Stevens Canyon Drums	West Slope Cowlitz Ridge	Artifact scatter	Metal drums	Good condition
IF2007-04	Lower Stevens Canyon Drum II	Box Canyon	Artifact	Metal drum	Good condition
IF2007-05	Lower Stevens Canyon Metal Band	West Slope Cowlitz Ridge	Artifact	Metal band	Good condition
IF2007-06	Stevens Canyon Cable	West Slope Cowlitz Ridge	Artifact	Metal cable	Good condition
IF2007-07	Lower Stevens Canyon Debris I	West Slope Cowlitz Ridge	Artifact Scatter	Automobile Part	Good condition
IF2007-08	Lower Stevens Canyon Bottle	Backbone Ridge	Artifact	Glass bottle	Good condition
IF2007-10	Cowlitz Divide Barrel	Backbone Ridge	Artifact	Metal barrels	Good condition
IF2007-11	Lower Stevens Canyon Can I	East Slope Cowlitz Ridge	Artifact	Metal can	Good condition
IF2007-12	Lower Stevens Canyon Headlights	East Slope Cowlitz Ridge	Artifact Scatter	Automobile Parts	Good condition
IF2007-13	Boot and Bottle Isolate	East Slope Cowlitz Ridge	Artifact Scatter	Artifact dump	Good condition
IF2007-14	Stevens Canyon Six Pack	East Slope Cowlitz Ridge	Artifact Scatter	Artifact dump	Good condition

Archaeological Recommendations

Currently 10 sites and 13 isolated finds have been documented along the corridor of the lower Stevens Canyon Road. Five of these sites require additional subsurface testing to assess their National Register status (see Table 4).

Table 4: Potentially National Register Eligible Sites

Site Field No.	*Site Name*	*Location*	*Site Type*	*Description*	*Condition and NRHP Recommendation*
FS2007-07	Lower Stevens Canyon Pit I	West Slope Cowlitz Ridge	Pit Feature	Single rectangular pit no artifacts noted	Good condition/ Undetermined-potentially eligible
FS2007-09	Lower Stevens Canyon Pit II	West Slope Cowlitz Ridge	Pit Feature	Single rectangular pit no artifacts noted	Good condition/ Undetermined-potentially eligible
FS2007-15	Cowlitz Divide Dump	East Slope Cowlitz Ridge	Artifact dump	Cans and metal likely more artifacts subsurface	Good condition/ Undetermined-potentially eligible
FS2007-17	Lower Stevens Canyon Car Parts I	East Slope Cowlitz Ridge	Artifact dump	Old automobile parts and a pit feature	Good condition/ Undetermined-potentially eligible
FS2007-18	Lower Stevens Canyon Car Parts II	Box Canyon	Artifact dump	Old automobile parts	Good condition/ Undetermined-potentially eligible

If constrained to the existing roadbed, construction activities associated with rehabilitation of the lower Stevens Canyon road should not impact either prehistoric or historic-period archaeological resources in its vicinity. However, because archaeological remains are difficult to document with pedestrian reconnaissance procedures alone, I recommend that the park archaeologist or archaeological technician periodically monitor the corridor during the highway rehabilitation process. Monitoring will be particularly important in the event that construction expands beyond present boundaries; such as shoulder widening, alteration of the road corridor, bank-cuts along present side-slopes, and extension of the toe of the fill slope. If such events are anticipated, the park archaeologist should be contacted in advance so that proper monitoring and/or test procedures can be implemented.

In the absence of subsurface testing, sites with undetermined National Register recommendations should be treated as eligible sites and protected by avoidance. In the event adverse effects cannot be avoided, further testing of the sites should be implemented in advance to determine National Register significance. In the event adverse effects to National Register eligible sites cannot be avoided, excavation procedures approved by the Washington State Department of Archaeology and Historic Preservation may be necessary to mitigate adverse effects through data recovery.

In closing, I wish to emphasize again the importance of archaeological resources for improving our understanding of long-term human land-use processes at Mount Rainier. Only a few decades ago, it was widely believed that humans seldom visited, much less routinely used, high elevation landscapes on the mountain. The growing suite of archaeological sites in the park now provides firm evidence that, for at least 8,000 years, Indian people traveled to subalpine and alpine habitats to hunt and gather resources found here in relatively high abundance. More recent cultural properties such as abandoned trails, trash dumps, and early park facilities also provide significant information about on-the-ground activities that tend to be overlooked in historical accounts that focus on broader events. Through careful stewardship and informed research, the archaeological record can help us understand Mount Rainier's place in the broader sweep of time and human events that have surrounded it for thousands of years. Archaeological work associated with projects like those anticipated for Stevens Canyon Road provide an opportunity, in a small but vital way, to advance these understandings.

Bibliography

Ackerson, K.J., M. Davison, S. Dolan, J.H. Dykstra, J. McNett, D.L. Schaible, L.K. Smith.
2004 *Cultural Landscape Inventory, Stevens Canyon Highway, Mount Rainier National Park.* Ashford, Washington: National Park Service.

Burtchard, Greg C.
1998 *Environment, Prehistory and Archaeology of Mount Rainier National Park, Washington.* Honolulu, Hawaii: International Archaeological Research Institute, Inc.

Catton, Theodore.
1996 *Wonderland An Administrative History of Mount Rainier National Park.* Seattle, Washington: National Park Service.

Diaz, Benjamin M., Greg C. Burtchard
2005 *2005 Archaeological Inventory Upper Stevens Canyon Road, Mount Rainier National Park.* Ashford, Washington: National Park Service.

Franklin, Jerry F., William H. Moir, Miles A. Hemstrom, Sarah E. Greene, Bradley G. Smith.
1988 *The Forest Communities of Mount Rainier National Park.* Washington, D.C.: National Park Service.

Smith, Allan H.
2006 *Takhoma: Ethnography of Mount Rainier National Park.* Pullman, Washington: Washington State University Press.