

frame roof but this has collapsed or been removed. Most of the structural stones are granite but some are basalt. Some of the granite pieces appear to have been quarry cut, but most are irregular. The material may represent surplus rock from a local quarry. The west wall once contained two door openings; recently, however, the central portion of the wall dividing the two openings has collapsed. The narrow size of the two door openings indicates that this structure was not used by vehicles. The east wall features two formerly similar window openings, one of which has collapsed. Each window is topped by a brick segmental arch, one of which remains intact.

Although the stone structural remnant is a good example of historic-period masonry work, it does not appear NRHP eligible due to loss of its historic association with the farm, most elements of which have disappeared.

Evergreen Cemetery: Near the northern end of the proposed realignment is a cemetery known as the Evergreen Cemetery or the Hillyard Cemetery. This burial place contains the remains of an unknown number of individuals; some graves are marked and others are not. The cemetery was dedicated in 1910. The land was originally owned by the Hillyard Masonic Lodge. Many of those whose remains are buried here were unclaimed residents of Broadacres, the former Spokane County Poor Farm in Spangle. Others were unclaimed patients from Eastern State Hospital. Not all occupants of the Evergreen Cemetery were indigents, however, at the time of their deaths. Many stone monuments, some of elaborate craftsmanship, testify to this. A number of war veterans are interred here; in 1958 the local chapter of the Grand Army of the Republic (G.A.R.) and members of the Boy Scouts cleaned up the area in an effort to honor those veterans (Roberts 1989:80-89).

The Evergreen Cemetery has been significantly disturbed over the years by various activities, including road construction, logging, and transmission line construction. The borders of the cemetery have not been well determined. Reportedly, burials lie beneath the current ROW of Market Street (Roberts 1989:80). In 1986, during the course of transmission line construction, excavators digging in what they thought was an area north of the cemetery uncovered two grave sites and bones of a third individual. These were thought to be war veterans. The graves were examined and covered, while the other bones were later reinterred elsewhere in the same cemetery (Masten 1989).

A cemetery is ordinarily not considered to be eligible for inclusion on the NRHP unless it "derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events" (U.S. Dept. Of the Interior 1991:37). The Evergreen Cemetery does not appear to meet these criteria. Nonetheless, disturbance of the graves should be avoided for other obvious reasons.

Cultural resources in project area potentially eligible for National Register: None

Possible effects of the proposed project on cultural resources: The historic-period dump and the remnants of farms structures at the two locations described above will likely be removed by the project as currently proposed. These features are not eligible for the NRHP.

MANAGEMENT SUMMARY

A proposed interchange alignment north of and adjacent to the Evergreen Cemetery presents numerous problems. This property bounded by Hawthorne Road (north), Market Street (east), and the Spokane Evergreen Cemetery (south), is presently traversed by BPA transmission lines. Although this portion of the interchange alignment lies outside the fenced boundary of the cemetery, three unmarked historic-period graves (two coffins containing human remains and a third partial skeleton) were accidentally exposed in 1986 by a BPA contractor excavating footings for transmission line towers. The coffins were left in place and covered with fill material. Subsequent monitoring in the area conducted by AHS personnel resulted in the identification of additional human bones, six concrete block grave markers and metal coffin fragments (Masten 1989). Apparently, previous activities, including logging, unpaved road use, off road vehicle trails, and prior transmission line construction, account for some of the observed disturbances to the cemetery.

The northern boundary of the cemetery is poorly defined and, based on the information presented above, remnants of the cemetery clearly extend north of the fenced boundary. Construction within this immediate vicinity presents a high probability of encountering either intact or previously disturbed grave sites. The project as proposed avoids the north cemetery boundary fence by about 200 ft, and thus will widely bypass the location where graves were previously discovered. Nevertheless, during work on realignment of Hawthorne Road slightly south of its current route, caution should be exercised. If evidence of graves is uncovered, work should be immediately stopped and the AHS office in Cheney should be contacted. Furthermore, the area between the cemetery and Hawthorne Road should not be used as a staging area for construction activities.

Regarding the Wittkopf Site, earlier recommendations concerning its treatment are reiterated here (Gough et al. 2000). It is advised that construction activities be kept as far away from the site as possible. The Spokane Tribe has requested that excavation of the upper few feet of the cut to be made nearest the site be monitored by an archaeologist.

In the unlikely event that cultural resources are identified during project related activities, work should be halted in the immediate vicinity and the AHS office at EWU should be contacted to assess the resource. This document should be submitted by WSDOT to the Washington State Historic Preservation Officer and appropriate parties for comment prior to the initiation of any land altering activities.

BACKGROUND RESEARCH

Sources consulted:

- Gough, Stan and Stephen Emerson, Maryann Rader, and Craig Holstine
2000 *A Cultural Resources Survey of the Washington State Department of Transportation's Proposed New Alignment, North Spokane Corridor Project, Spokane County, Washington*. Short Report No. DOT2000-1. Archaeological and Historical Services, Eastern Washington University, Cheney.
- Holstine, Craig and Dennis Regan
1995 *Second Phase Cultural Resources Surveys of Selected Parcels in the WSDOT's Proposed North Spokane Freeway Alternatives, Spokane County, Washington*. Short Report No. DOT95-5. Archaeological and Historical Services, Eastern Washington University, Cheney.
- Masten, Ruth
1989 BPA Activity Near the Mead (Evergreen) Cemetery. Eastern Washington University Memorandum to Mark Cartier of the Bonneville Power Administration. On file at Eastern Washington University, Cheney.
- Regan, Dennis and Brooke Plastino, Stephen Emerson, and Craig Holstine
1994 *A Cultural Resources Survey of the WSDOT's Proposed Spokane Freeway Alternatives, Spokane County, Washington*. Short Report No. DOT94-21. Archaeological and Historical Services, Eastern Washington University, Cheney.
- Roberts, Ann J.
1989 *Spokane County Cemetery Guide*. Heritage Quest Press, Orting, Washington.
- Toulouse, Julian Harrison
1972 *Bottle Makers and Their Marks*. Thomas Nelson Inc., Camden, New York.
- U.S. Department of the Interior
1991 *National Register Bulletin 16A*. National Park Service.

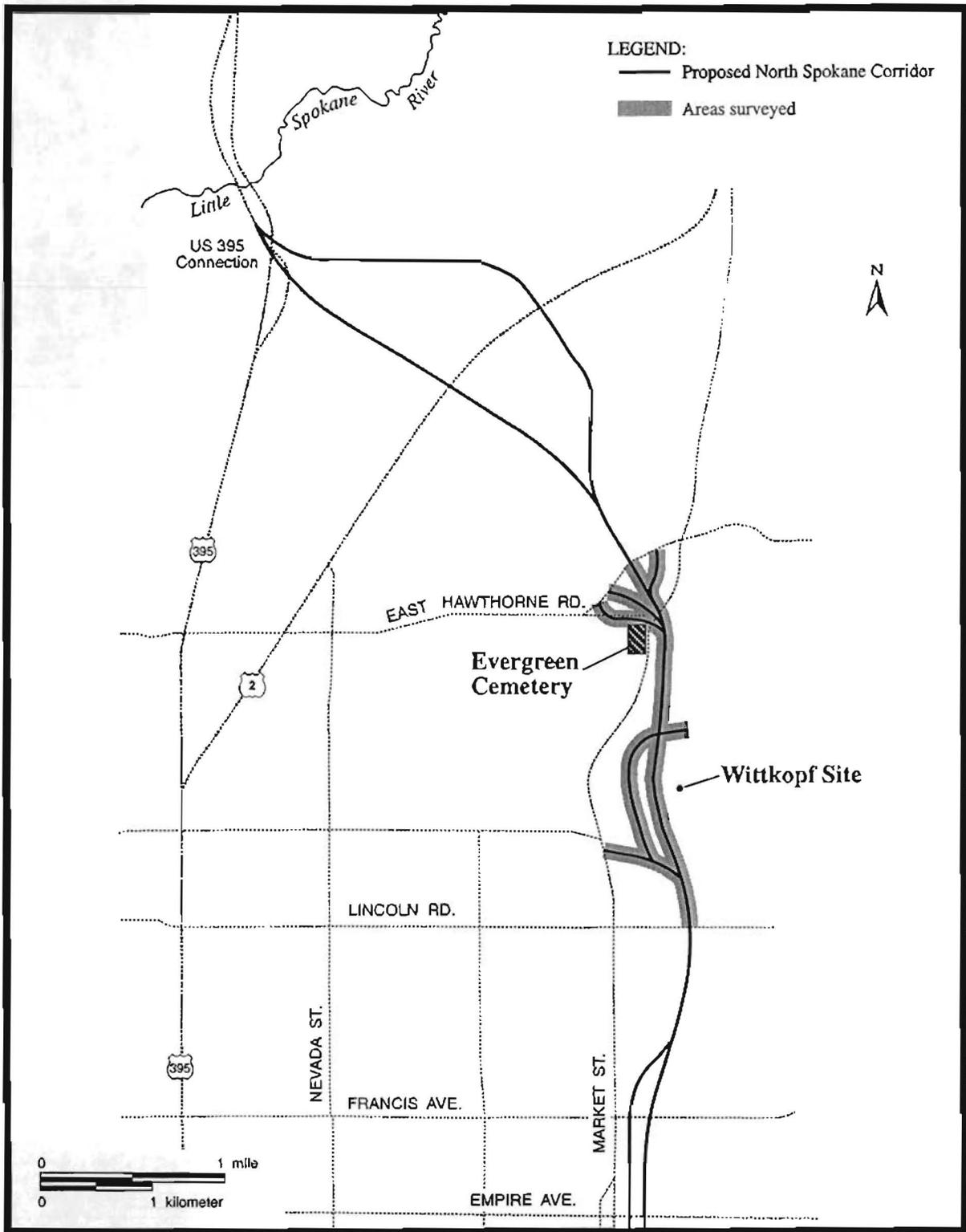


Figure 1. Proposed North Spokane Corridor Realignment.



Spokane Tribe of Indians

P.O. Box 100 • Wellpint, WA 99040 • (509) 258-4581 • Fax 258-9243

CENTURY OF SURVIVAL
1881 - 1981

May 21, 2002

Mr. James B. Prudente, Environmental Manager
Washington State Department of Transportation
2714 North Mayfair Street
Spokane, Wa. 99207-2090

Dear Mr. Prudente:

Reference the North Spokane Corridor Project and a letter dated September 11, 2001 from the Tribal Business Council Chairman, Alfred M. Peone. The letter stated that the Spokane Tribe of Indians held certain concerns regarding the alignment of the subject road project.

As you will recall, you and Louie J. Wynne the Tribal Historic Preservation Officer, did visit the site and walked and visually reviewed the realignment of the roadway. After discussing the situation with concerned parties of the Spokane Tribe, please be advised that all concerns previously mentioned in the letter of September 11, 2001, have at this time been resolved and the Spokane Tribe of Indians no longer holds any concerns of the realignment and thank you for your assistance in resolving this issue.

Please accept our most sincere apologies for the lateness of our response and any confusion or inconvenience this situation may have caused you. We look forward to working with you in the future and appreciate the opportunity for the Spokane Tribe of Indians to express our concerns when the project may impact sites important to our Tribe.

Sincerely,

Alfred M. Peone,
Chairman, Spokane Tribal Business Council