

Tikwalus Project

Archaeological Overview Assessment

Non-Permit

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Plate 1: View from Historic Alexandra Bridge Looking South

Credit Sheet

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Report Distribution

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Management Summary

The Spuzzum First Nation is having a feasibility study conducted to determine the viability of developing cultural heritage tourism economic development project around the Alexandra Bridge and Cariboo Wagon Road historic site within the Alexandra Bridge Provincial Park.

The study area contains ten previously recorded archaeological sites as well as one historic site. The area proposed for development contains substantial archaeological values and has significant potential to contain additional unrecorded archaeological sites.

The objective of this study is to provide a high level overview of the potential for archaeological resources to be in conflict with the proposed project. After undertaking brief research and conducting a short preliminary field reconnaissance it is the authors opinion that while there is significant potential for unrecorded archaeological sites to be discovered within the study area that it is likely that the development could proceed with modifications and be able to avoid most archaeological resources. In order for the project to be planned in this way then all archaeological sites within the study area will need to be located.

As such, it is recommended that an Archaeological Inventory and Impact Assessment be undertaken within the study area to identify all previously unrecorded archaeological sites. Minimally, this should encompass the lower terrace feature where the all of the project components are proposed. The upper terrace feature is also considered high archaeological potential but is not proposed for development at this time.

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Introduction and Background to Study

Tikwalus Project Summary

The Spuzzum First Nation located approximately 35 kilometres north of Hope, is planning to develop a tourism destination around the Fraser Canyon's historic Alexandra Bridge and the Cariboo Gold Rush Trail. The development is proposed to include a Campground/RV Park within Alexandra Provincial Park and a small outdoor self-guided interpretive program to complement the RV Park.

The intention with the Tikwalus Project is to create cash flow and employment for the Spuzzum First Nation which is comprised of approximately 200 members with 50 members on the Spuzzum First Nation Reserve. Significant employment is expected with a construction period of 2-3 years as well as through the operations of the enterprise.

The Spuzzum First Nation is taking the lead in this project which is in the early feasibility stage. The Spuzzum First Nation has been and will continue to work with the Province and the non-profit New Pathways to Gold organization to develop a plan to make this a Destination Tourism site.

Essentially, there are seven proposed components to the project (see Figure 2) and these include:

1. Restoration of the historic Alexandra Bridge
2. Two pedestrian underpasses to allow for safe crossing of the highway and railroad tracks
3. A visitor parking lot
4. A central interpretive hub
5. A trail network with interpretive nodes
6. RV Campground Resort and Secondary Interpretive hub.

The nature and location of ancillary activities related to the above project components may also include things like staging areas for equipment and possible removal of vegetation and increased traffic over the area generally. Types of impacts associated with the development may include the use of heavy machinery in the development of the RV Campground, parking lot and pedestrian underpasses, the construction of sections of interpretive trail and the possible deactivation of some as well as the installation of interpretive nodes will likely be largely manual brushing activities and some small hand excavations.

This project is early in the feasibility stages. Actual construction is likely to take place over a two to three year period. As the project is still in the feasibility stage and it is a First Nation driven project the intention is to avoid archaeological resources as much as possible and manage them in the most appropriate and least impactful way. As such, there is ample room for project design around archaeological resources when and where possible.

Scope of Study

An archaeological overview assessment is intended to identify and assess archaeological resource potential or sensitivity within a proposed study area. A typical archaeological overview assessment also

includes recommendations concerning the appropriate methodology and scope of work for subsequent inventory and/or impact assessment studies as required. The activities associated with a development driven archaeological overview assessment include the following:

- A background library and records search of ethnographic, archaeological and historical documents pertinent to the study area;
- A statement of archaeological resource potential and distribution in the study area;
- A preliminary assessment of anticipated impacts in light of proposed development plans;
- A Preliminary Field Reconnaissance; and
- Recommendations concerning the need for further archaeological impact assessment studies.

This archaeological overview assessment was undertaken in response to the Spuzzum First Nation Tikwalus Project feasibility study. Future developments, in addition to the maintenance and repairs to existing infrastructure have been considered in the recommendations section of this report. The findings and recommendations section of the report are broken down into the seven proposed project components previously listed.

The Evaluation and Discussion Section of this overview will provide a preliminary assessment of potential impacts to the archaeological landscape of the study area.

Expertise Involved in the Study

The author of the report, Brenda Gould, holds a BA with honors in archaeology from Simon Fraser University (1996) and is a professional member in good standing of the BC Association of Professional Archaeologists. The author has spent more than twenty years developing close relationships with the communities and undertaking archaeological, anthropological and traditional use studies on behalf of the indigenous communities of the south Okanagan and Similkameen.

Megan Harris conducted much of the background research, prepared the maps, and assisted with the drafting of this report. While others have assisted, reviewed and commented on this report the opinions and conclusions expressed in this report are those of the primary author.

Information Ownership, Sharing, and Use

The Spuzzum First Nation owns all intellectual property rights and ownership rights to the traditional ecological knowledge data collected during this project; all original source materials generated from the study will be held by the Spuzzum First Nation.

Figure 1. Overview Map

Legend

- ▭ Study Area
- Archaeological Site
- Historic Site
- Alexandria Bridge Park
- Indian Reserve

Scale: 0 250 500 750 1000 m
1:15,000

North Arrow: N

Figure 2: Previously Recorded Archaeological Sites

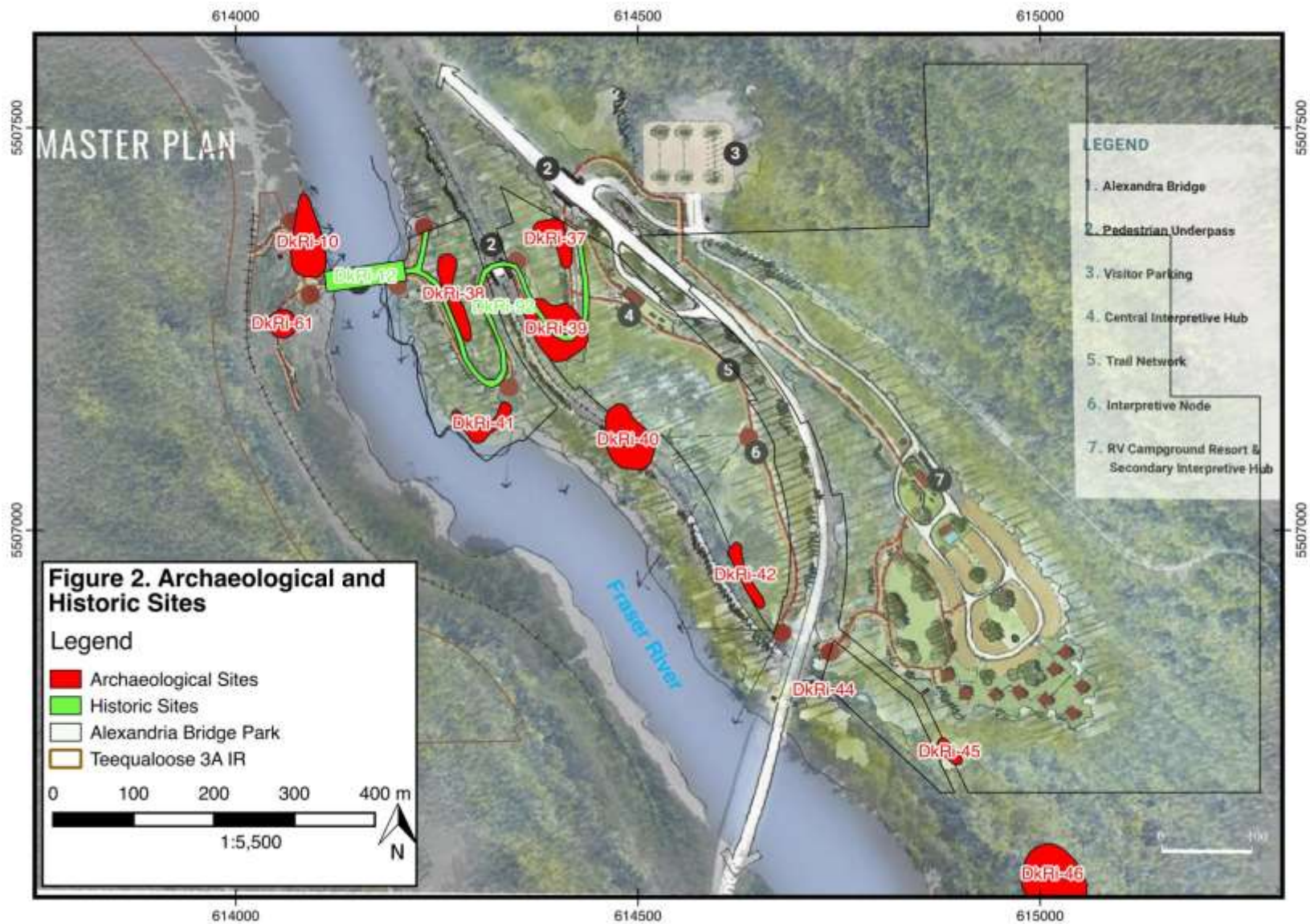
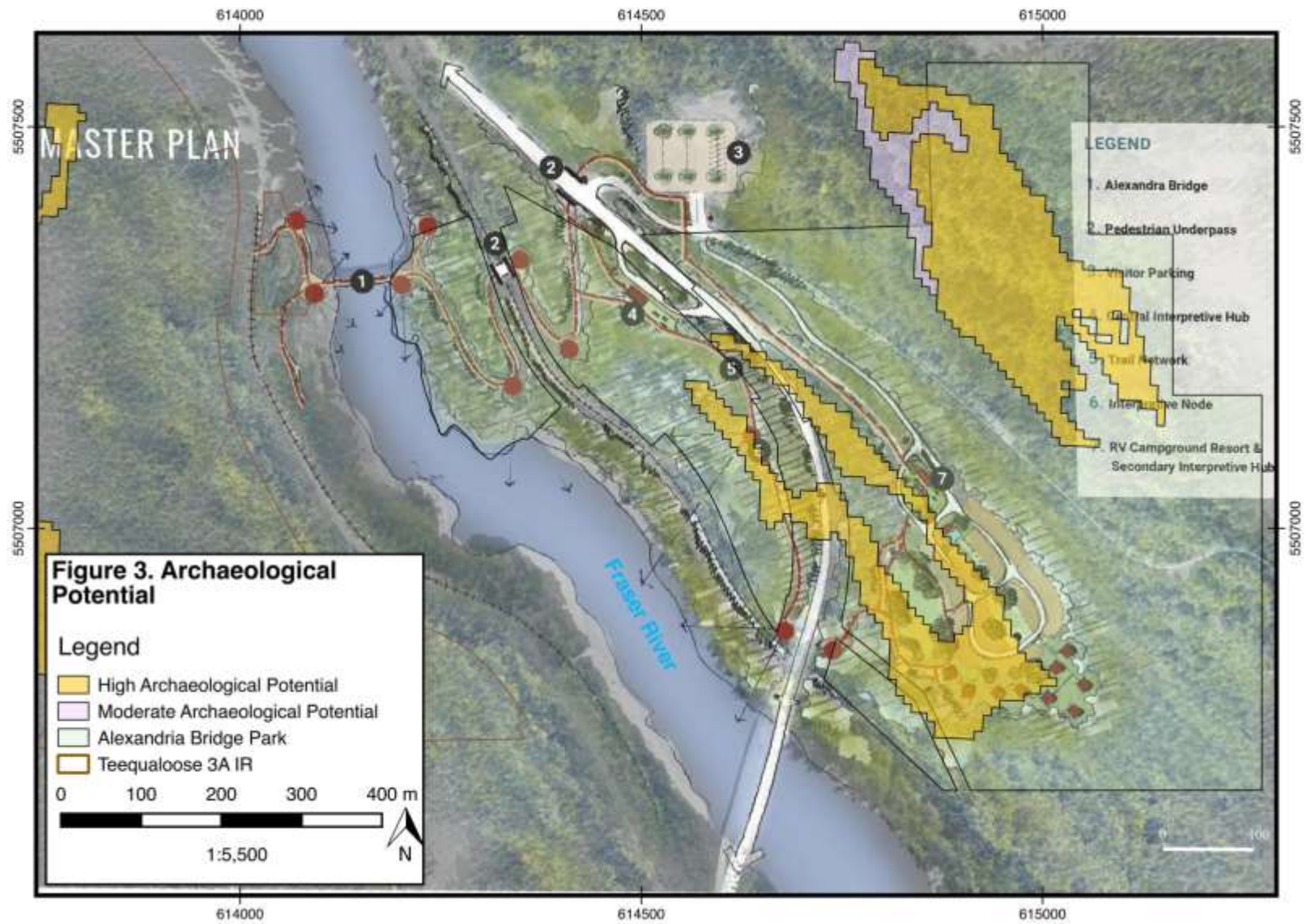


Figure 3: Recorded Archaeological Potential



Study Area

Physical Environment

The study area is located within the rugged lower Fraser Canyon. Spuzzum lies in a particularly narrow and steep sided part of the Fraser Canyon north of the Yale highway tunnel; here the river drops about one meter per kilometer.

Approximately 55 hectares in size, the study area rises steeply from the east bank of the Fraser River. The study area contains two well defined glacio-fluvial benches. The larger and lower of the two accommodates the Trans-Canada highway and the upper, smaller bench is accessible from a logging road that skirts the terrace above an existing gravel pit.

The community of Spuzzum and study area lies within the Interior Douglas Fir wet warm (IDFww) biogeoclimatic zone but is near the boundary with the Coast Western Hemlock dry subarctic (CWHds) zone and the Ponderosa Pine bunchgrass (PPbz) zone. Being in an ecotone (area between zones) means that characteristics of each of the zones can be present within the study area. This creates an abundant variety of resources for indigenous populations inhabiting the study area both in the distant past as well as contemporarily.

The lower Fraser Canyon is known for some of the oldest archaeological sites in BC such as DjRi-3 known as the Milliken site. This archaeological site has been studied significantly since its discovery and recording in 1956 by Charles Borden (Mitchell and Pokotylo 1996).

Cultural Environment

A detailed discussion of the culture history and ethnographic ways of the Nlaka'pamux people is beyond the scope of this study. Briefly, the indigenous community known as the Spuzzum First Nation has been living on the sides of the steep banks of the turbulent Fraser River Canyon since time immemorial (over 8,000 years in western scientific terms). The Nlaka'pamux people of Spuzzum have a long history of contact with non-aboriginal peoples. First there was Simon Fraser in 1908 then the Hudson's Bay Company employees established a trail through the mountains for the fur brigades. This was followed by the Cariboo road, the CPR, and "virtually every commercial and province-building initiative undertaken in the region over the past two centuries" (Laforet and York 1998).

Methodology

Overall project methodology follows the guidelines and professional standards as set out by the Archaeology Branch and the British Columbia Association of Professional Archaeologists.

Research

Background research was undertaken to provide baseline data for the study and included document review, gap analysis and field reconnaissance. Where possible research material was sought from indigenous sources and publications; various repositories of archival information that were searched included the following:

- Remote Access to Archaeological Data (RAAD) website maintained by the Province of BC Archaeology Branch;
- Provincial Archaeological Report Library on-line maintained by the Province of BC Archaeology Branch;
- Royal BC Museum Human History Archaeological Collections data base;
- Royal BC Museum Archives Textual, Cartographic and Photographic data bases;
- Ministry of Environment, Lands and Parks including historic files from Victoria;
- Penticton Museum Archives;
- University of British Columbia Geographic Information Centre air photo, map and thesis collection;
- Extensive professional library of Similkameen Consulting including unpublished and published literature (reports, books and journal articles) pertaining to the archaeological, cultural and biophysical history of the south Okanagan.

Fieldwork

Fieldwork will consist of a pedestrian reconnaissance of areas proposed for development as well as a revisit to previously recorded archaeological sites within the study area. All field sampling will be judgmental. No sub-surface testing will occur.

Based on the background research, ethnographically inferred activities as well as knowledge of existing archaeological sites within the surrounding area, archaeological site types expected to be encountered in the field include:

- 1) Habitation Sites
 - a. Shallow mat lodge depressions and/or house pit depressions with associated lithic and faunal scatters, hearths, concentrations of fire cracked rock;
 - b. Resource processing/cooking features (butchering sites/roasting pit features) with associated FCR concentrations;
 - c. Food storage pits (cache pits); and
 - d. Sweat Lodge sites and other sacred lodges (menstrual).
- 2) Burial Sites
- 3) Trails
- 3) Rock Art Sites (pictographs/petroglyphs)

- 4) Petroforms (rock alignments) (e.g. fish traps)
- 5) Isolated Finds

Mapping and Reporting

Reporting follows the standards and guidelines as set out by the Archaeology Branch Impact Assessment Guidelines, Appendix A (Part 1 of 3): Guidelines for Report Content Overview Report.

Results

Historic Land Uses

Previously Recorded Archaeological Sites

There are ten previously recorded archaeological sites within or adjacent to the study area as well as one historic site (DkRi-12). Of the ten archaeological sites eight plus the historic Alexandra Bridge and Cariboo Wagon Road are located within Alexandra Provincial Park. To date the Ministry of Environment has not conducted any archaeological studies within the park. All work conducted on the previously recorded archaeological sites located within the park were recorded during the CN Rail Heritage Inventory Study conducted in 1986 by Arcas Consulting Archaeologists. Further work was undertaken in 2015 on Archaeological site DkRi-39 by Brian Pegg (Pegg, et al 2017). Table 1 summarizes these sites and is followed by further details for each where available. Figure 2 illustrates the location of these archaeological sites.

Table 1: Previously Recorded Archaeological Sites

Borden No.	Site Type	Date Recorded	Comments
DkRi-10	Lithic Scatter	1977	At west end of Alexandra Bridge on west side of Fraser River on Spuzzum I.R. land.
DkRi-12	Historic Site	unknown	East bank of the Fraser, Alexandra Bridge and section of Cariboo Wagon Road switchbacks up to Highway #1, located within Alexandra Bridge Provincial Park
DkRi-37	Lithic Scatter	1986	East bank of the Fraser, Alexandra Bridge Provincial Park; report not available.
DkRi-38	Rock Shelter/Lithic Scatter	1986	East bank of the Fraser, Alexandra Bridge Provincial Park; report not available; potentially a significant site based on limited data.
DkRi-39	Lithic Scatter/Cache Pit	1986	East bank of the Fraser, Alexandra Bridge Provincial Park; report not available.
DkRi-40	Lithic Scatter/Cache Pit	1986	East bank of the Fraser, Alexandra Bridge Provincial Park; report not available.
DkRi-41	Lithic Scatter	1986	East bank of the Fraser, Alexandra Bridge Provincial Park; report not available.
DkRi-42	Lithic Scatter	1986	East bank of the Fraser, Alexandra Bridge Provincial Park; report not available.
DkRi-44	Lithic Scatter	1986	R East bank of the Fraser, within MoTi right of way, report not available
DkRi-45	Cache Pit	1986	East bank of the Fraser, Alexandra Bridge Provincial Park; report not available.
DkRi-61	Cultural Depression/Petroform	1977	Historical site, located on Spuzzum I.R. land

DkRi-10

Archaeological site DkRi-10 is located on the west side of the Fraser River north of the Alexandra Bridge (see Figure 2) and is locally referred to as the home of Annie York's mother, Amelia York. While Archaeology Branch records indicate that the site has not been revisited or updated since 1977 this is not the case. In 2015 Brian Pegg of Kwantlen Polytechnic University conducted additional investigations at archaeological site DkRi-10 under *Heritage Conservation Act* permit 2015-0128. Pegg's study identified diagnostic projectile points dating to at least 3,500 BP (before present) as well as exotic artifacts including a quartz crystal projectile point and a stone bead (Pegg et al. 2017). While clearly identifying archaeological site DkRi-10's antiquity it also illustrates its occupation into the historic period. Pegg's excavations were able to identify the original home and cellar of Amelia York (Annie York's grandmother) as well as fragments of her china and sewing machine. This important archaeological site was impacted with the original construction of the bridge in 1862 however, it was the 1926 reconstruction which caused the greatest impacts as the natural landform was artificially raised so that the bridge would be well out of the way of flood events (Pegg et al. 2017). Plate 2 illustrates archaeological site DkRi-10 at the west end of the Alexandra Bridge and Amelia York's home (the white structure on the left side of the photograph). Archaeological site DkRi-10 is not in conflict with the proposed development.



Plate 2: Historic photo of archaeological site DkRi-10 and the home of Amelia York at west end of Alexandra Bridge (Photo courtesy of Vancouver Museum, 2020)



Plate 3: 1912 Photo of original suspension bridge by Noble Smith (Gregory Butters Collection)(Kluckner 2003)

DkRi-12

Commissioned by J.W. Trutch, the Alexandra Bridge was essential to the completion of the Cariboo Wagon Road and access to the interior gold fields (see Figure 2). The original Alexandra Bridge was begun on June 16, 1862 and completed September 1, 1863. Trutch's bridge fell into disuse following the completion of the CPR in the early 1880s and much of the decking washed away in the Fraser flood of 1894 (Kluckner 2003). Plates 2 and 3 illustrate the Alexandra Bridge and Plates 6, 7, and 10 illustrate various portions of the old Cariboo Wagon Road.

While not being assessed as part of this project designated historic site DkRi-12 is the focal point for the tourism development central to the Spuzzum First Nation heritage tourism opportunity. The registered heritage site includes the Alexandra Bridge as well as that portion of the wagon road between Highway 1 and the east abutment of the bridge.

DkRi-37

Archaeological site DkRi-37 is located at the west end of the historic Cariboo road section just below Highway 1 (see Figure 2). Recorded in 1986 archaeological site DkRi-37 consists of a lithic scatter comprised of a variety of materials including fine grained volcanics, quartz, and chalcedony mixed with historic refuse including square nails. The archaeological site inventory form states that the site

boundaries were defined through a shovel testing program. No cultural materials were collected from archaeological site DkRi-37. It was noted in 1986 that much of the surface of archaeological site DkRi-37 had been disturbed by camping. It was also noted that the variety of lithic materials present suggested that archaeological site DkRi-37 could contain potentially rich archaeological deposits. Archaeological site DkRi-37 is in conflict with the proposed development of the interpretive trail.

DkRi-38

Archaeological site DkRi-38 is located at the east end of the historic Cariboo road section above the east bridge abutment (see Figure 2). Recorded in 1986 archaeological site DkRi-38 consists of a rock shelter and lithic scatter comprised of fine grained volcanics including a large crude biface. The archaeological site inventory form states that the site boundaries were defined through a shovel testing program. No cultural materials were collected from archaeological site DkRi-38. Archaeological site DkRi-37 is not directly in conflict with the proposed development.

DkRi-39

Archaeological site DkRi-39 is located on both sides of the historic Cariboo road (see Figure 2). Recorded in 1986 and revisited in detail in 2015 archaeological site DkRi-39 consists of fifteen cultural depressions as well as a lithic scatter. Work done by Pegg in 2015 suggests that archaeological site DkRi-39 may, in fact, be the village of Tikwalus as it is shown as such on maps predating 1858 but not after; Pegg suggests that the village may have been destroyed after the canyon war of 1858 (Pegg, et al 2017). Radiocarbon dates from organic material excavated from one of the cache pits dated to 232 years BP. Archaeological site DkRi-39 is potentially in conflict with the proposed development of the interpretive trail.

DkRi-40

Archaeological site DkRi-40 is located at the east side of the Fraser River straddling both sides of the CN railway tracks and into Alexandra Provincial Park (see Figure 2). Recorded in 1986 archaeological site DkRi-40 consists of a cultural depression (cache pit) and lithic scatter comprised of stone flakes eroding from an unstable cut-bank where large boulders have collapsed onto the site. The archaeological site inventory form states that the sites boundaries were defined through a shovel testing program. Archaeological site DkRi-40 is not directly in conflict with the proposed development.

DkRi-41

Archaeological site DkRi-41 is located at the east side of the Fraser River below the old Cariboo Wagon Road (see Figure 2). Recorded in 1986 archaeological site DkRi-41 consists of a lithic scatter and contemporary fishing site (it was in use at the time of recording in August of 1986). Remnants of old drying racks were noted. Archaeological site DkRi-41 is not directly in conflict with the proposed development.

DkRi-42

Archaeological site DkRi-42 is located at the east side of the Fraser River above the CN railway tracks and within Alexandra Provincial Park (see Figure 2). Recorded in 1986 archaeological site DkRi-42 consists of a lithic scatter comprised of fine grained volcanic stone flakes in a highly disturbed context. The

archaeological site inventory form states that the sites boundaries were defined through a shovel testing program. Archaeological site DkRi-42 is not directly in conflict with the proposed development.

DkRi-44

Archaeological site DkRi-44 is located at the east side of the Fraser River. This archaeological site is within the Ministry of Transportation and Highways right-of-way (see Figure 2). Recorded in 1986 archaeological site DkRi-44 consists of a lithic scatter comprised of fine grained volcanic, chert, and chalcedony stone flakes in a context which has been significantly disturbed by the CN railway, road, and bridge construction. The archaeological site inventory form states that the sites boundaries were defined through a shovel testing program and all artifacts were left in situ. Archaeological site DkRi-44 is not directly in conflict with the proposed development.

DkRi-45

Archaeological site DkRi-45 is located at the east side of the Fraser River in the southwest area of Alexandra Provincial Park in an unknown right-of-way (see Figure 2). Recorded in 1986 archaeological site DkRi-40 consists of a cultural depression (cache pit). Archaeological site DkRi-44 is not directly in conflict with the proposed development.

DkRi-61

Archaeological site DkRi-61 is located at the west side of the Fraser River southwest of the Alexandra Bridge adjacent to Tikwalus Creek on the Teequaloose Indian Reserve (see Figure 2). Recorded in 1977 archaeological site DkRi-61 consists of a cultural depression and petroform (rock formation). The archaeological site inventory form states that archaeological site DkRi-61 may be associated with historic placer mining activities. Archaeological site DkRi-61 is not directly in conflict with the proposed development.

Previous Archaeological Studies

While there has been significant archaeological studies undertaken within the larger regional area of the Fraser Canyon such as that of Charles Borden in the 1950's the study area is still considered to have had limited research. Following is a list of some of the research which has been done in the region with a focus on what has been done within the study area.

Harlan Smith, in 1927, published a list of petroglyph sites in British Columbia that were protected under the *Historic Objects Preservation Act* passed by the Province of BC in 1925. In this document Smith eludes to a large petroglyph site "Half a mile south of east end of Alexandria bridge on east side of Fraser river within fifteen miles of Yale and reported to be 250 feet long" (Smith 1927). This petroglyph site is not recorded and to the authors knowledge never looked for. Based on the description provided by Smith the petroglyph site would be somewhere near the south boundary of the park. Given that there are CN railway tracks, the highway, and the new Alexandra Bridge all in this location it may be that the site was destroyed during the historic period.

In 1977 the Archaeological Sites Advisory Board conducted an Assessment and Overview of the Ethnohistory and Archaeological Resources of the Fraser Canyon and Bridge River Regions (Sneed and Smith 1977). Archaeological sites DkRi-10 and DkRi-61 were both recorded during this project.

In 1986 Arcas Consulting Archaeologists conducted a non-permit C.N.Rail Heritage Inventory Study. This study recorded eight of the ten archaeological sites listed above. Unfortunately, this report was never made available to the Archaeological Branch Library due to pending litigation.

Brian Pegg's and Kwantlen Polytechnic University have been conducting archaeological research projects in and around the study area since 2009. A recent project at DkRi-10 and DkRi-39 has provided extensive data about the historic and precontact indigenous populations within the study area. This work, done in collaboration with the Spuzzum First Nation acknowledges that much more work is required.

Michael Klassen has also conducted numerous studies in the region and currently manages an Nlaka'pamux owned archaeological consulting company run by the Nlaka'pamux Nation Tribal Council as a limited partnership. Michael's research revealed the need for greater participation and authority in archaeology and heritage stewardship at the local level by indigenous communities. He also supports and advocates for a broader analysis of the involvement of First Nations throughout British Columbia in cultural resource management, stewardship, heritage legislation, and ethics, and of the nature of "heritage," including its many intangible dimensions.

Preliminary Field Reconnaissance

A brief field trip was undertaken with project planning staff as well as Chief and Council on June 1, 2020. A second field trip was conducted by the author and Spuzzum First Nation member Dwayne Haslam on August 12, 2020 for the purpose of ground truthing proposed project components, revisiting previously recorded archaeological sites, and assessing each of the areas for archaeological potential. Following is a brief description with photographs of each of the areas.

Restoration of Historic Alexandra Bridge

The restoration of the historic Alexandra Bridge will be undertaken by the Provincial Heritage Branch. The activities associated with this restoration may impact archaeological sites DkRi-10 and DkRi-38 depending on what types of machinery will be utilized and if a staging area is required. It may be possible for engineers and those involved in the construction of this aspect of the project to avoid both archaeological site DkRi-10 and DkRi-38 but this will be dependent on the nature and type of restoration solutions employed. During a project meeting and field trip on June 1, 2020 the author observed lithic materials associated with archaeological site DkRi-10 near the bridge abutments and therefore work on the west bridge abutments should be monitored closely. Plate 4 is a photograph of the Alexandra Bridge from near archaeological site DkRi-10.

Like archaeological sites, historic site DkRi-12 being the Alexandra Bridge and section of the Cariboo Wagon Road (see green area in Figure 2) is protected under the *Heritage Conservation Act* and, as such, will require special care during development.



Plate 4: Historic Alexandra Bridge looking east across bridge from near DkRi-10

Pedestrian Underpasses

Two pedestrian underpasses are proposed to allow for visitors to avoid crossing the busy highway and CN railway tracks (Figures 2-3, Plates 5-7). The pedestrian underpass at the highway will commence at an existing Ministry of Transportation and Highways sand storage yard (Plate 5), cross under the highway and exit north of the Cariboo Wagon Road and in the immediate vicinity of archaeological site DkRi-39. Plate 6 illustrates the east end of the historic Cariboo Wagon Road where it meets the highway immediately above archaeological site DkRi-37. It is likely that the direct and ancillary construction activities associated with the construction of this underpass will negatively impact archeological site DkRi-37.

A second pedestrian underpass is proposed at the CN tracks along the old Cariboo Wagon Road. The construction of this underpass is not likely to impact either archaeological site DkRi-37 or DkRi-38 however it may impact heritage site DkRi-12. Plate 7 is a photograph illustrating this location.

Although both archaeological sites DkRi-37 and DkRi-38 were recorded and assessed in 1986 it was as part of a study related to the widening of the CN railway tracks rather than developments within the provincial park. In most cases this study re-interred the artifacts within the archaeological site. Given the age of the recording of these archaeological sites and the absence of a report of these investigations an Archaeological Impact Assessment (AIA) will be required prior to the construction of the underpasses.



Plate 5: Location of Proposed Pedestrian Underpass at Highway



Plate 6: Old Cariboo Wagon Road at Highway Underpass Location



Plate 7: Proposed Location of Pedestrian Underpass at railway crossing

Visitor Parking Lot

A visitor parking lot is proposed within an old Ministry of Transportation gravel pit (Figures 2-3, Plate 8). A trail is also proposed from the parking lot to the pedestrian underpass at the highway as well as to the proposed RV Campground.



Plate 8: Proposed location of Visitor Parking Lot

Given the previous impacts and removal of sediments from the existing gravel pit it is highly unlikely that the development of the parking lot will conflict with previously unrecorded archaeological sites. Should parking lot development exceed the limit of the disturbed area then additional archaeological work may be required. The proposed trails from the gravel pit to the proposed pedestrian underpass and RV Park will likely require additional archaeological reconnaissance as there are areas of observed archaeological potential in both locations.

Central Interpretive Hub

The central interpretive hub is proposed in the vicinity of the exiting parking lot and information kiosk (Figure 2, 3, Plate 9). There are currently no previously recorded archaeological sites in conflict with this portion of the development, however, the area does exhibit observed archaeological potential. It is unknown whether or not this area was assessed in the 1986 study as the report is not available. As such, it is recommended that the area be subjected to an AIA unless information can be found to show that the area has been previously assessed.



Plate 9: Current Parking Lot and Proposed Location of Interpretive Hub

Trail Network & Interpretive Nodes

A network of trails with approximately 10 interpretive nodes is proposed as part of the Tikwalus project (see Figures 2 and 3). Much of the trail network follows the existing Cariboo Wagon Road and continued use will not impact previously recorded archaeological sites DkRi-37, 38, and 39 (e.g. Plate 10). A single lithic artifact was observed on the west side of the old Cariboo Wagon Road between archaeological sites DkRi-38 and DkRi-39. The small fine grained volcanic chipped stone flake was left in situ but illustrates that there are as yet unrecorded archaeological sites within the study area.

Several existing foot paths were noted especially in and around the Cariboo Wagon Road. At least one well-worn footpath was observed to pass through archaeological site DkRi-38 (Plate 12). The proposed interpretive trails southeast of the Cariboo Wagon Road and on the east side of the highway are all located in areas of high archaeological potential and will require an AIA prior to construction. Likewise, the construction of interpretive nodes may impact archaeological sites that have not yet been discovered such as the one proposed in the vicinity of DkRi-41 as illustrated in Plate 11. As the Spuzzum First Nation is likely to avoid, rather than impact archaeological sites an Archaeological Inventory and Impact Assessment will allow for the development of trails and interpretive nodes which avoid archaeological resources and, where possible, enhance their protection.



Plate 10: DkRi-12 Old Cariboo Wagon Road



Plate 11: Interpretive Node Overlooking DKRi-41 below



Plate 12: Footpath through Archaeological Site DkRi-38

RV Campground Resort and Secondary Interpretive Hub

Finally, one of the more significant components of the proposed development is the construction of an RV Campground Resort, secondary Interpretive Node, and associated access roads and trails (Figures 2-

3, Plate 13). The proposed access loop road follows primarily a previously constructed loop road for the picnic area which was identified in the 1985 management plan for the park. The management plan also identified the area as a potential campground. At some point over the past several decades this road has been removed and deactivated but is still visible in Plate 13 as a wide path through the forest.

The proposed RV Campground, along with the trails comprises a large glacial fluvial terrace feature which is of considerable archaeological potential. This terrace extends across the highway to include the proposed interpretive trail south of the Central Interpretive Hub. Although the area has been previously impacted by land clearing and the development and decommissioning of the loop road and picnic area it is still of high archaeological potential and therefore subjected to an AIA prior to development.



Plate 13: Location of Proposed RV Park with Former Loop Road no Longer Used

Evaluation and Discussion

From this brief review it is apparent that much of the Alexandra Provincial Park is of high archaeological potential. Significant gaps in information were identified during this short project.

1. A significant archaeological study conducted in 1986 by Arcas Consulting Archaeologists on behalf of CN Rail which recorded seven of the archaeological sites present in the park today is unavailable. This report would illustrate the extent of testing and other activities undertaken within the study area which would assist in identifying and narrowing down areas requiring further AIA work.
2. Lack of updated archaeological site inventory forms for archaeological sites DkRi-10 and DkRi-39 which were further investigated by Pegg in 2015; the boundaries for these archaeological sites may, in fact, be quite different than shown on Figure 2 as the Provincial Archaeology Branch has not yet updated these records.
3. Lack of inventory or assessment work conducted by the Ministry of Environment within the Park.

Some of the project components such as the visitor parking, central interpretive hub, and existing Cariboo Wagon Road segment and Alexandra Bridge may have little or no land altering components and therefore may not require significant archaeological work. Other components such as the proposed RV Campground Resort and Interpretive Trails will require an AIA prior to development. Ways to mitigate potential impacts to archaeological resources include project design to avoid, wherever possible, archaeological resources. Other ways to mitigate potential impacts include changing the scope of some development components to not include land altering activities however this may be difficult but can be discussed further.

The study area represents a significant and understudied archaeological landscape. The significance of the area historically in the development of British Columbia and its effects on indigenous populations cannot be understated.

Although impacts to the study area have involved significant historic land altering activity it is still possible that numerous previously unrecorded archaeological sites exist. An Archaeological Inventory Study undertaken under a *Heritage Conservation Act* permit will be the only way to fully identify and assess any remaining archaeological materials within the study area.

This project represents a very small snapshot into the cultural significance of the study area; timelines and budgets allotted for the study allowed for a high level review and recommendations. Significant sources of additional information, artifact collections, and traditional use information all have yet to be thoroughly analysed.

For the purposes of this study and with regard to the parameters as set out in the Archaeology Branch Archaeological Overview Assessment guidelines and BC Association of Professional Archaeologists standards it can be determined that the research conducted is satisfactory.

Recommendations

It is recommended that an Archaeological Inventory and Impact Assessment be undertaken within the study area to identify all previously unrecorded archaeological sites. Minimally, this should encompass the lower terrace feature where the all of the project components are proposed. The upper terrace feature is also considered high archaeological potential but is not proposed for development at this time.

Closure

This Archaeological Overview Assessment report was prepared for the exclusive use of the Spuzzum First Nation. Any use or reliance of decisions made by third parties on the basis of this report is the responsibility of such third parties.

Within the archaeological resource management process the value and importance of obtaining traditional knowledge of land use and oral historical information cannot be over emphasised. Archaeological sites represent only some aspects of cultural activity on the landscape – those activities which leave behind the physical remains of an event of human activity such as food processing (Rabnett 2005). Traditional land use sites and cultural landscapes are places of cultural importance where people generally performed all manners of activity (Klassen et al 2009). Archaeological sites are traditional use sites (and therefore the pursuit of archaeological evidence is the pursuit of traditional use sites); but a traditional use site is not necessarily an archaeological site. For indigenous people all sites are interconnected and part of the larger cultural landscape regardless of whether it is a traditional use or archaeological site, ancient or recent.

The information contained in this report is not to be considered conclusive or all-encompassing as it related to archaeological, cultural heritage or traditional cultural use. Rather it only reflects the information collected within the time, budget and terms of reference provided with the contract for this study. Archaeological and cultural heritage assessments rely upon an understanding of the past, present and anticipated future exercise of Aboriginal Title and Rights, which depends upon an evolving and developing information base.

The absence of archaeological evidence within some portions of the study area does not elucidate that indigenous peoples did not use the area. Rather, the area may have been used for various activities, which did not leave sufficient material remains for identification and/or these materials may once have been present, but have been removed by historical land altering activities and/or natural processes and/or by collectors.

The author of this report acknowledge that the entire study area forms part of a historically and culturally significant place known to the Spuzzum First Nation is located within the Spuzzum First Nation's traditional territory. The Spuzzum First Nation holds unextinguished and constitutionally protected section 35(1) Aboriginal title and rights throughout its traditional territory.

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