

the NEZPERCE STORY

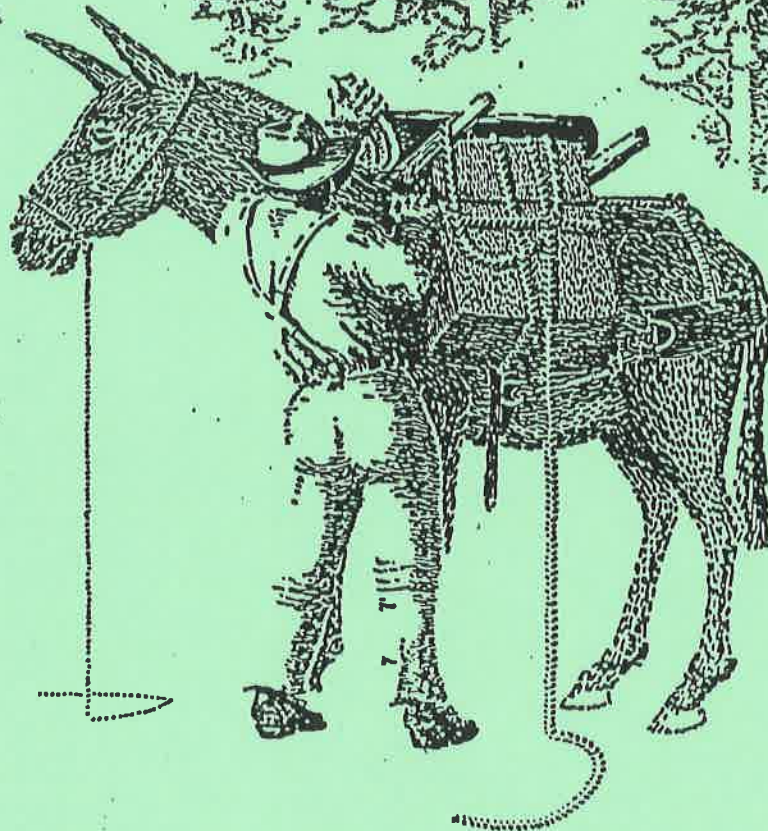
WATER

RECREATION

WOOD

FORAGE

WILDLIFE



Olga Carter



A HISTORY OF THE **Nezperce** **National** **Forest**

By Albert N. Cochrell



U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Missoula, Montana 59801



Entrance gate between Corral Hill and Switchback
about 1920-1921. Photo courtesy Jim Dyar

FOREWORD

Ten years have passed since former Forest Supervisor Albert N. Cochrell wrote The Nezperce Story, a general history of the exploration, development and creation of the Nezperce National Forest. During those ten years, Albert and others have submitted additional information which should be added to the historical narrative. Numerous other changes have occurred--in personnel, in programs such as Job Corps, and in extreme fire seasons. To fit new material into the original story, Gary Eichhorn, then Personnel Assistant on the Nezperce Forest, in 1965 wrote several additions and incorporated them into the book. Mrs. Gayle Hauger and Morris Reynolds have further revised the work to produce this 1970 edition of The Nezperce Story.

The story begins with the Nez Perce Indians, touches on the early exploration by Lewis and Clark, the gold rush, and later settlement of the area. The forest reserves were established by Presidential Proclamation in 1897. The forest reserves became the national forest system in 1905. In 1908 the Nezperce National Forest came into being, reaching its present boundaries through a series of adjustments by proclamations in the intervening years. Over the years, the emphasis of administration has changed from protection to multiple use management. Writing the history of this administration from forest reserve to the present has become more difficult with the frequent changes in personnel and the loss of many of the old-timers. To preserve this story, Albert Cochrell collected much of the information that comprises The Nezperce Story.

Born in Nebraska, Albert moved with his parents to Weippe, Idaho, for his early schooling. He grew up in the Nezperce and Clearwater area and started work for the Forest Service in 1913 as a smokechaser for the Clearwater National Forest. He worked in the Regional Office and on numerous other national forests in Region One, including the Kootenai, Kaniksu, Pend Oreille, Gallatin, and Helena. In 1944, Albert became Supervisor of the Nezperce National Forest. He served in that position until his retirement in 1957, completing 40 years of service. With his experience and first-hand knowledge of the area and people, we are fortunate to have had his help with The Nezperce Story.

Mrs. Gayle Hauger first came to work on the Nezperce Forest as a clerk for Albert Cochrell. She has maintained his interest in the history of the Nezperce Forest and has collected materials pertinent to the story over the years of her work. Morris Reynolds, a trainee administrative assistant on the Nezperce Forest and a history major, did the writing and Gayle served as editor. This collaboration, together with the willing cooperation of many others, has produced our present revised edition. It is our hope that The Nezperce Story will be brought up to date again in 1980 so that the history may keep pace with the Forest.

J. Everett Sanderson
Supervisor,
Nezperce N.F., 1970

TABLE OF CONTENTS

	<u>Page</u>
Foreword.	i
Introduction.	1
Early Exploration and Settlement.	3
Miners and Mining.	29
Packing.	47
Transportation.	51
Grazing.	63
Wildlife.	67
Fire.	71
Timber.	86
CCC and Job Corps.	91
Organizational History.	99
Key to Map.	125
Map.	127
References.	129

INTRODUCTION

The material contained herein comes from DeVoto's account of the Lewis and Clark journey; The History of North Idaho, published in 1903 by Western Historical Publishing Co.; Pioneer Days in Idaho County, by Sister Alfreda; from official records; memories of previous and present employees; personal knowledge and just plain hearsay.

George Bentz, A. C. Adams, C. K. McHarg, V. L. Collins, R. A. "Ace" Barton, Adolph Weholt, Jack Parsell, Clayton Crocker, William I. McPherson, Leroy Lewis and Howard Higgins dug deep into their memories and personal files and contributed much material.

The writer was not an oldtimer on the Nezperce but after spending 13 years on the unit could remember many things of the past told him by those who knew or had heard. Some of the incidents have more than one version, and if the reader doesn't agree with the one given, he is at liberty to substitute his own.

Albert N. Cochrell
Forest Supervisor (1944-1957)
Nezperce National Forest
Grangeville, Idaho
1960
1963 - Revised Gary Eichhorn
1970 - Revised Gayle Hauger
Morris Reynolds

EARLY EXPLORATION AND SETTLEMENT

Prehistory

The geological record in north-central Idaho indicates that glaciation from the polar ice sheets did not reach this area, but was confined to the northern panhandle of the State. Some glaciation did occur, but this was a result of isolated mountain glaciers, which disappeared as the climate warmed. The central mining area of Idaho County shows exposure of chiefly precambrian rocks. The southern and southwestern portions are composed of permian volcanics, while the western and northwestern area is overlain by Columbia Plateau basalt of cretaceous volcanics.

At the end of the ice age, 11,000 years ago, north-central Idaho was left with a cool, moist climate which gradually changed and fluctuated until a hot, dry climate prevailed about 7,000 years ago. Evidence of these warmer eras has been found in fossil beds at the foot of White Bird Hill. These formations contain fossilized leaves of magnolia, redwood, 25 varieties of oak, and maple leaves up to 14 inches in diameter. By 4,500 years ago, the climate had become moist and cold again. By 1,200 B.C. the temperatures had moderated, although the climate remained moist. There was a brief dry period late in the 13th century A.D., but except for this, the moist, moderate conditions prevailed into the 19th century. Since that time, the climate has fluctuated slightly to produce the semi-arid to moist and moderate conditions of the present.

Man first entered central Idaho at the end of the ice age, about 11,000 to 15,000 years ago. Representatives of the Nez Perce and northern Shoshoni cultures have been in central Idaho continuously since 6,000 B.C.

The Coming of the White Man

Viewed against this background, the coming of the white man is a relatively recent development. The first whites of record to enter central Idaho were members of the Lewis and Clark expedition, who crossed the State in 1805. On their return eastward in the spring of 1806, they spent several weeks in the Kamiah valley, waiting for the snow to melt along the Lolo Trail so they could continue their journey to St. Louis. It is doubtful that either of the two leaders ranged far afield in the search for game. Sergeant Ordway and two other members of the expedition crossed the prairie to the mouth of the Salmon River, and it is entirely possible that they did get onto future Nezperce land. In any event, game was scarce and the salmon were late running. In order to avoid a completely vegetable diet, the party killed and ate a number of horses.

The record shows that the Nez Perce Indians owned large numbers of horses of fine quality and were generous with gifts of some magnificent animals to members of the party. Some horseracing was indulged in at intervals, and it was said that several of them would be thought swift horses in the Atlantic States. The generosity was not all one-sided; Lewis and Clark gave freely of their time for treating the sick.

The only game animals mentioned were deer and bear, with grizzlies apparently being more numerous than the black variety. Today the grizzlies are rare, black bear and deer are losing ground. Elk can now be found in many localities visited by the hunters in 1806. The great number of Indian horses of that time have practically disappeared. Motor vehicles have taken their place as a means of travel for the remaining tribe members.

In 1811 members of Donald McKenzie's North West Fur Company crossed the Seven Devils Mountains to the Clearwater. McKenzie repeated the trip in 1812. In 1818 and the following three years, McKenzie led expeditions of North West Company trappers from Ft. Nez Perce (Walla Walla) to the headwaters of the Snake and its tributaries. In 1821, the North West Fur Company merged with the Hudson's Bay Company. In 1831 John Urb and his Hudson's Bay trappers passed over the route followed by Lewis and Clark. Several other white men visited the section, among them John Meek and Colonel William Craig, who was, according to The Idaho Encyclopedia, Idaho's first permanent settler.

Just why Lewis and Clark's Shoshoni guide, Toby, led them past the Nez Perce Trail to the Lolo Trail is unknown. Later travelers did not share this aversion. In 1835, Dr. Marcus Whitman, accompanied by Chief Lawyer and another Nez Perce, traveled from Green River, Wyoming, to Lewiston, in all probability using the Nez Perce Trail. Another traveler used the same route when J. S. Griffin, a school teacher, accompanied some Nez Perces to Lapwai.

In an article prepared for the Northern Region News, Roy A. Phillips states:

In 1853 there is chronicled the event of two expeditions from Cantonment Stevens in the Bitterroot Valley to the Camas Prairie, the purpose of which was to scout the practicability of a railroad route through the Bitterroot Mountains. One of these parties made the trip in dead of winter on snowshoes and the route of journey, camping places, and distances traveled daily is easily traced on the ground. While a feasible railroad route was not found, the map made by this party was exceptionally accurate, in fact much more so than any of the early Forest Service maps.

Early Settlements

Roy also says, "It was not long after Lewis and Clark made their epic journey that the advance guard of civilization followed in their footsteps. The famous mountain men, trappers in search of fur, soon invaded every watershed." However, the real settlement of the area began in May of 1861 when a party of 52 prospectors set out from Pierce to explore the South Fork of the Clearwater drainage. After some serious discussion with a Nez Perce chieftan about six miles from the present town of Stites, 30 members of the party decided that their best chances for fortune and long life lay in Pierce, and left the remaining 22 men to go on without them. These men who chose to ignore the Indian protests and the 1855 treaty made their discovery in Glass Gulch at the bottom of Ternan Hill in the vicinity of Elk City.

The History of North Idaho, published in 1903, states that:

A recorder's office was established at once with Captain L. B. Monson as recorder. The first entry was dated June 14, 1861. Shortly after the discovery, two brothers, James and William Galbraith, started an express. Inside of 10 days more than 300 people were enroute or already at the diggings. By fall a town became a necessity and Elk City was accordingly laid out. The camp's prosperity was at its height during the mining season of 1862.

The origin of the name is nowhere given specifically, although it is believed that a few elk were found in the vicinity or that there was evidence that elk had existed there in the past. The first authentic record of an elk kill in the area was in 1902 when one was taken at a salt lick near the present Vrieling ranch on Red River. Another was killed on Clear Creek in 1904.

Another party of prospectors returning from the gold fields of the North decided to return to California in 1861. They came down through eastern Washington and paused briefly at Pierce. Two partners, Nathan Smith and Jack Reynolds, had intended to prospect the Little North Fork of the Clearwater, but they found the water too high and returned to Pierce, where they happened upon the expedition outfitting to explore the Salmon River country. Opposition from Indians had scared back several smaller parties, and they were recruiting reinforcements. The two partners joined the expedition. Nathan Smith was selected as leader of the expedition and they were off--23 strong.

They crossed the Clearwater at Lolo Creek and crossed the Camas Prairie to the Salmon River. They prospected the Salmon to the mouth of Slate Creek, where Smith discovered good prospects of "shot gold." This find plus the heat in the canyon, produced a desire on the part of some to

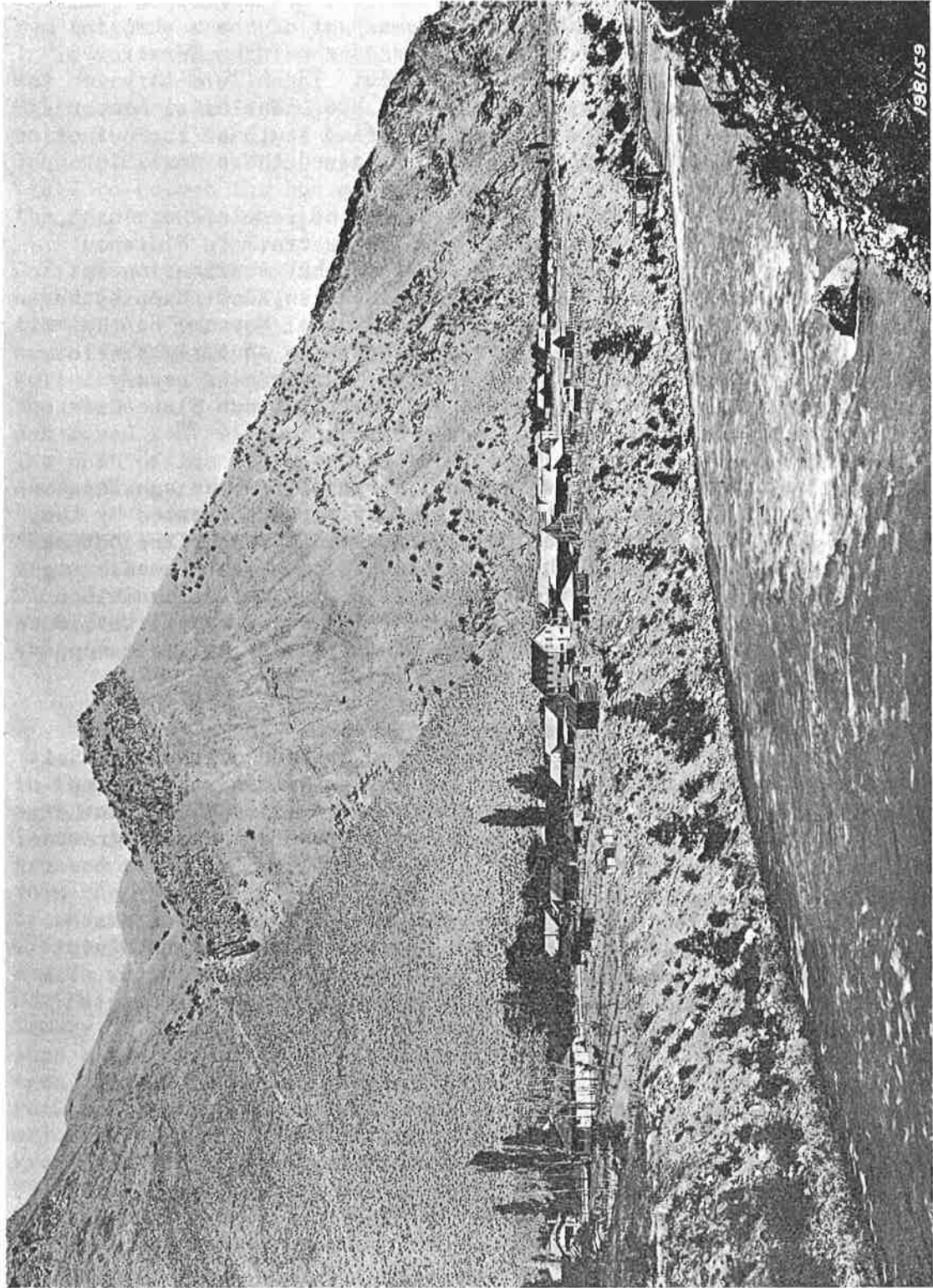
prospect to the head of Slate Creek. However, the majority wanted to continue up the Salmon, prospecting for bar claims. Somewhere above Slate Creek they climbed a ridge to the summit and camped on Sand Creek in the Florence Basin. The next morning, August 20, 1861, the majority of the party, under the leadership of a Frenchman (Baboin?) decided to return to the Salmon River if no good prospects had been struck by noon. Smith and a few others intended to stay longer. That day, three members of the party, Joe Richardson, Nathan Smith and George Grigsby, panned enough color to convince the party to stake claims and head for Elk City for supplies.

Word got out and the stampede to Florence was on. By winter there were 3,000 men in camp. A town was laid out on Summit Flats at the head of Baboon Gulch. (Baboon Gulch was allegedly named for a French miner whose name was spelled Baboin, and who looked "more like a baboon than a human being.") The camp was originally known as Millersburg, but when the first child born there was called Florence, the town was given the same honor. It is uncertain whose child it was who contributed the name. According to The Idaho Encyclopedia, the Florence Main Street was Idaho's first recorded public road, and the first term of court in Idaho was held in Florence.

By the fall of 1861, Elk City boasted a population of 2,000. In 1861 and 1862, a million dollars in gold dust was shipped out of Elk City. At the height of activity in 1862-63, Florence had a population of about 5,000. The population of the district probably came close to 10,000. Placer mining declined in the later 60's in both Elk City and Florence, and by 1870, the boom was spent and the Chinese were patiently working the claims to eke out a living.

During the height of mining activity at Florence, a band of highwaymen ambushed one of the pack trains carrying gold from Florence to Lewiston. This particular train was run by Doc Noble, who was paid a dollar an ounce to get the gold safely to Lewiston. In this manner, the bad guys inherited \$75,000, but being the timid sort, they hid their prize in the rocks and set a fast pace for the Seven Devils Mountains. All of them were eventually overtaken and sent to bandit heaven, but no one has succeeded in finding the gold. The scene of this little drama, says the WPA Idaho Guidebook, was south of White Bird, "on the east side of the old pack trail along the Salmon River."

The rapid growth of these two mining camps demanded the establishment of way stations on the routes to the mines. The first way station was built on the divide at the head of Whitebird Creek. The first route to Florence was up the Salmon River to the divide between Slate Creek and John Day Creek, up the divide to the summit of the mountain, and then on to Florence. In 1861, a station was established at the mouth of Slate Creek, and it was sold to John Wood in the spring of 1862. On the route to Elk City over the old Nez Perce Trail, Clearwater Station had its beginnings in 1861, nine miles southeast of the later village of Stites.



Riggins, Idaho about 1926

From 1848-1859, what is now Idaho County was part of the Oregon Territory. With Oregon statehood, the area became part of the Washington Territory, until 1863 when it was designated as the Idaho Territory. Idaho County was created in the period 1861-62. Idaho Territory remained until statehood was granted July 3, 1890. The original county seat was Florence, until 1869 when it was shifted south of the Salmon River to Washington, in Warren's Camp. It remained there until 1875.

In 1861, Francis and Moses Milner had built at the foot of Mt. Idaho, and in the spring of 1862, Moses Milner had cut a trail to Florence over Mt. Idaho. Also in the spring of 1862, another way station was built at Cottonwood by Mr. Allen. The year 1862 saw Adams Camp established on the trail to Florence and the beginning of Newsome on the trail to Elk City. Newsome, named for John Newsome, an early settler, became a mining camp as well as a way station, and had its heyday in 1864. A stopover called Mountain House was built between Slate Creek and Florence in 1861 or 1862.

Farming grew up around these way stations, at first for the subsistence of the inhabitants, later to supply the growing markets created by the mining camps. In 1862 Francis and Company started a stage line between Lewiston and Mt. Idaho. About this same time, pioneer cattlemen brought from Oregon thousands of head of cattle to give impetus to the Salmon River cattle industry. The mining settlements provided the first inducement to lumbering also, and several small sawmills were built to supply lumber for the growing settlements and the mines.

In the summer of 1862, Henry Elfers and John Wessel took a claim on John Day Creek. In 1863, August Berg squatted on land on the main Salmon River two and one-half miles above the Little Salmon. That same year, John Allison settled on a claim six or seven miles above the Berg place. These ranches are still the base properties for current grazing permits.

Dixie was founded in 1864 or possibly earlier when two prospectors struck gold in Dixie Gulch. One of these prospectors was from Dixie, Georgia, and thus the town was named. In 1864 another prospector, Sam Dillinger, came to Dixie from Elk City. Dixie's main growth awaited the second boom of the '90's.

Idaho County's first public school was opened in 1864 in Florence. Mrs. Statira Robinson, wife of a Florence merchant, was brought out from Ohio to teach the six pupils, among whom was Frank Fenn. The trustees of the school were Stephen S. Fenn (Frank's father), Harry Stites and William Moomau.

By 1870, the Chinese were taking over the slowing mining activity at Newsome, Elk City, and Florence, and many of the original prospectors had followed the rush to Warren's Camp and on into southern Idaho. In 1875 the boundaries of the County were adjusted and the county seat was moved to Mt. Idaho. In 1876 L. P. Brown (who had bought out Moses Milner and established the town) refused to sell the Grangers land to build in Mt. Idaho, so the Grange Hall was erected on land donated by John M. Crooks. This was the humble beginning of the settlement destined to become the hub of the Camas Prairie and the headquarters of the Nezperce National Forest-angeville.

Goff was established as a road station at the mouth of Race Creek, and named for John Goff, the original settler. A year later, another settlement was started five miles south at the mouth of Rapid River and named for the Civil War veteran who settled there, Thomas Pollock. Pollock was a supply point for the Rapid River mines in the mid-1860's. The mines were about eight miles above Pollock. Later this settlement was moved four miles further up the Little Salmon to its present site. The post office was moved in 1919. Difficulty of transportation and diminishing returns forced Pollock to dwindle to ghost town status.

The junction of the Salmon and Little Salmon Rivers had long provided a council and festival site for the Indians. In 1895 Charlie Clay and Dick Irwin settled there. Richard L. Riggins and George Curtis pioneered the town in 1897. George Curtis moved from Lucile to open a store in Riggins, which was known as "Gouge-eye" as late as 1902.

The Indian War

In the summer of 1877, an event occurred which had its roots in the past and grew from the situation aggravated by the influx of miners in the 1860's. The Nez Percés had signed a treaty in 1855 which granted them the territory south of the Clearwater River, rather than join the Yakimas in their fight against the whites. Old Chief Joseph of the Wallawas was among the signers. The discovery of gold in the Clearwater and Salmon River areas brought the rush of settlers and miners who flouted the treaty. This, plus the fact that Congress would not allow President Andrew Johnson to pay the annuities granted by the Treaty of 1855, caused dissatisfaction among the Indians. Consequently, when a new treaty was drawn up in 1863 creating the Clearwater Reservation, Joseph of the Wallawas and White Bird of the Salmon River band refused to sign. Head Chief Lawyer signed for the Nez Percés, but majority rule was not a governing principle among the Indians. In 1873 President Grant issued an order reserving the Wallowa Valley for the Nez Percés, but under pressure from Governor Lafayette Grover of Oregon, he revoked the order in 1875 and opened the valley to settlement. Friction was not slow to develop between the Indians and the white settlers.

In the spring of 1877, the Indian Bureau made the decision to force the non-Treaty Nez Percés onto the reservation. To this end, General O.O. Howard called a council with the Indians at Lapwai, May 3, 4, and 7, 1877. Joseph (Wallowa band), Yellow Bull, White Bird (Salmon River bands), and Holy Chief Tuhulhulsut (Snake River band) protested the proposed action and Tuhulhulsut was arrested for his open defiance of General Howard. The Indians were given 30 days to come onto the reservation.

Chief Joseph moved his people and livestock across the Snake and Salmon Rivers from the Wallowa Valley and White Bird returned to the Salmon River and began buying guns and horses. On June 13, the combined Indian bands were camped at Lake Tepalewam (Lake Tolo) for a council. Joseph was against war, but White Bird, Yellow Bull, Tuhulhulsut and Alikot (Joseph's younger brother) wanted to fight. During the night, three of White Bird's warriors rode up the Salmon River from Whitebird Creek and killed several settlers and ranchers, stealing their guns and horses. A larger group of warriors then joined them and more settlers were killed. Thus Joseph's hand was forced and the Nez Percés were at war.

River settlers went into a stockade at Slate Creek (at that time known as "Freedom"), and the prairie settlers flocked to Mt. Idaho where a makeshift fort had been erected. Yellow Bull's sister, Tolo, friendly to the whites, rode at night from Slate Creek to Florence to alert the miners and ask for help. The next day, 25 armed miners went to Slate Creek to defend the stockade. L. P. Brown, at Mt. Idaho, sent word to Lapwai that the Indians were preparing for war. On June 14, after news of the killings on the Salmon River had reached him, he sent another messenger, Lew Day, toward Ft. Lapwai, asking immediate assistance. Day stopped at the Cottonwood House to warn the B.B. Norton family. North of Cottonwood he was attacked by two Indians and wounded, but he escaped back to Cottonwood. The Nortons and Chamberlins attempted to reach Mt. Idaho with the wounded Day, but the Indians attacked them six miles from their destination. Norton's son and sister-in-law escaped and the others were killed or wounded. Hill Norton was found the next morning by Frank Fenn, and he and several volunteers went out on the prairie to bring in the dead and wounded. They succeeded, but not without risk. Indians pursued them almost to the Grange Hall before giving up the chase.

On June 15, General Howard sent Captains David Perry and J.G. Trimble with Troops F and H of the 1st Cavalry to Mt. Idaho, accompanied by two other officers, Lt. William R. Parnell of the 1st Cav. and Lt. Edward R. Theller of the 21st Inf. They arrived at Cottonwood House about 10 a.m. on June 16 and rested horses and men. Then they rode on to the Grange Hall where they were joined by Major George Shearer (ex-Confederate Army), and 11 volunteers, and were told that the Indians had left the prairie toward Whitebird Canyon.

This force of a dozen volunteers, four officers and 99 soldiers, reached the head of Whitebird Canyon early in the morning of June 17 and about daylight started down the canyon with the soldiers in the lead. Near the bottom of the hill, they ran into the ambush carefully laid by Alikot, Tuhulhulsut and Yellow Bull, and White Bird ordered a charge against the left flank of the volunteers to force them back, putting the soldiers in a crossfire. While some of the Indians fired on the soldiers from concealment, other groups of warriors made repeated flanking charges through the draws until the retreat became a rout. Lt. Theller formed a rear guard with 18 men and they all were surrounded and killed. (The skeleton of an unidentified soldier was excavated by a steam shovel in 1919 during road construction. The County erected a granite memorial on the grave to commemorate the battle site.)



Yellow Bull in Grangeville, July 4, 1909.
Photo by Mrs. Geo. M. Robertson. Courtesy
St. Gertrude's Museum.

Lt. Parnell formed another rear guard and effectively covered the retreat. The Indians pursued to within four miles of Mt. Idaho. One officer and 34 soldiers lost their lives. The 240 Indians supposedly escaped without a casualty. In addition, the Indians gained about 40 Spencer carbines, some ammunition and a few horses. Lt. Parnell was awarded the Medal of Honor for his bravery.

Captain Trimble and the remnants of Troop H were sent via Florence to help defend the settlers stockaded at Slate Creek. The Indians crossed the Salmon River at Whitebird Creek. General Howard was at Lapwai awaiting troops from Wallowa. Eventually they arrived, Captains Whipple and Winter with three troops. Also joining Howard were two companies from Walla Walla; Captain Marcus Miller and a company of the 4th Artillery, and Captain Evan Miles and a company of the 21st Infantry. General Howard and this force of 227 left Lapwai on June 22, with a few field guns and Gatlings. They reached Cottonwood, and rested and scouted the country June 24. On June 25, they arrived at Mt. Idaho and Capt. Perry was sent to Lapwai to bring a pack train of ammunition. Captain Whipple and his troop were sent to persuade Looking Glass and his band on the Clearwater to stay neutral. He was unable to do this because a volunteer had fired into the Indian camp. Whipple's troop was then returned to Cottonwood to provide protection for Perry's pack train.

On June 26, Howard's column moved into Whitebird Canyon where he made camp and buried the victims of the battle of June 14 where they had fallen. Howard and his men then crossed the Salmon River in pursuit of the Indians, intending to drive them south toward Col. John Green, who was on his way from Boise. The Indians eluded Howard's force and doubled back to cross the Salmon River at Craig's Crossing near Grave Creek, putting themselves once again on the prairie and between Howard and his supply base at Lapwai.

On July 3, Capt. Whipple sent two scouts, Blewett and Foster, to watch for Perry's train, but they ran onto a force of Indians ten miles north of Cottonwood at the head of Lawyers Canyon. Blewett was shot and Foster escaped back to Cottonwood. Lt. Rains, Foster, and ten soldiers were then sent out for reconnaissance and to rescue Blewett if possible. Capt. Whipple followed with the remainder of his company. Lt. Rains' detail was attacked and every man killed, about four miles northwest of Cottonwood. When Capt. Whipple arrived, they buried the dead and fell back to a defensive position. The next morning they met Capt. Perry's train and fell back to entrench near Cottonwood Butte.

July 4, the entrenched Whipple was harassed by circling Indians, while the main body of the Nez Perce and their stock moved eastward between Cottonwood Butte and Rocky Canyon. Capt. N.B. Randall of the Mt. Idaho volunteers took 16 other armed volunteers and left Mt. Idaho July 5 to go to the aid of the surrounded soldiers. They were intercepted by Indians one and one-half miles south of Cottonwood. Capt. Randall and

one other were killed and three were wounded. After an hour's battle, a group of soldiers came to their assistance from the camp near Cottonwood, and the Indians withdrew. Frank Fenn was among these volunteers, as he had been at the battle on Whitebird Hill. Major Edward McConville and Capt. William Hunter arrived from Howard's column that evening with their Lewiston and Dayton volunteers, numbering 65-100 men. The morning of July 6, the dead and wounded were taken to Mt. Idaho. Joseph's band joined Looking Glass on the Clearwater.

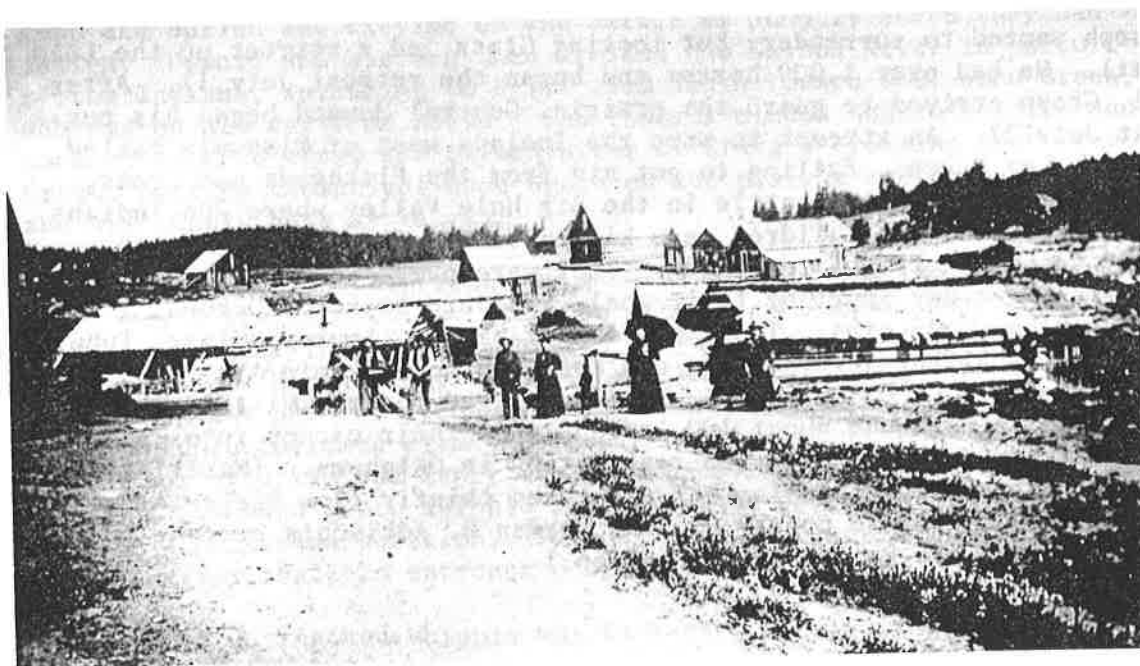
McConville's volunteers skirmished with the Indians on a hill near the Clearwater, probably at the site of Ft. Misery near Winona, and the Indians captured their 45 horses. Major Shearer's volunteers came to their rescue and together they fell back to Three Mile Creek six miles from Mt. Idaho to defend the town.

On July 9, General Howard's main force reached the Grange Hall. On July 11, he attacked the Nez Perce camp on the Clearwater, near the mouth of Cottonwood Creek. The Indians, under command of Chief Looking Glass, with Yellow Bull, Alikot and White Bird as battle chiefs, put up strong resistance for two days. Joseph attended to the needs of his people and took very little part in the battle. At the end of two days, the Indians retreated, leaving 15 dead warriors and 13 dead soldiers. Eight more warriors soon died from wounds and Howard sent two officers and 22 men to Lapwai wounded.

Joseph wanted to surrender, but Looking Glass led a retreat up the Lolo Trail. He had over 1,000 horses and began the retreat July 17. After Col. Green arrived to guard the prairie, General Howard began his pursuit July 27. An attempt to stop the Indians west of Missoula failed, and the Nez Percés, failing to get aid from the Flatheads and Crows, and after a disastrous battle in the Big Hole Valley where 208 Indians including women and children were killed or fatally wounded, began their desperate flight to Canada. They were overtaken by Col. Nelson A. Miles, one day short of their goal, and were attacked October 1 in the Bear Paw Mountains. The first day of battle, Looking Glass, Tuhulhulsut, and Alikot were killed, and over 500 horses were lost. Joseph took command and, on October 5, he surrendered to Col. Miles. That night, White Bird and about 100 Indians made their escape into Canada. The remainder were sent to the reservation in Oklahoma. (Material for this narrative of the Indian War was taken chiefly from Sister Alfreda's Pioneer Days in Idaho County, I, and Norman B. Adkison's account in the Idaho County Free Press, June 16, 1966.)



Dixie Hotel - About 1920. Photo courtesy Jim Dyar



Old Florence
Photo by J. A. Hanson, courtesy Idaho Historical Society

Second Mining Boom

With the Indian threat removed from the prairie, life picked up where it left off. Grangeville was growing as a trading center for the mining camps and ranches. The Idaho County Free Press, established by Aaron F. Parker, printed its first issue June 18, 1886. In the early 90's, the second mining boom began with the beginning of quartz mining.

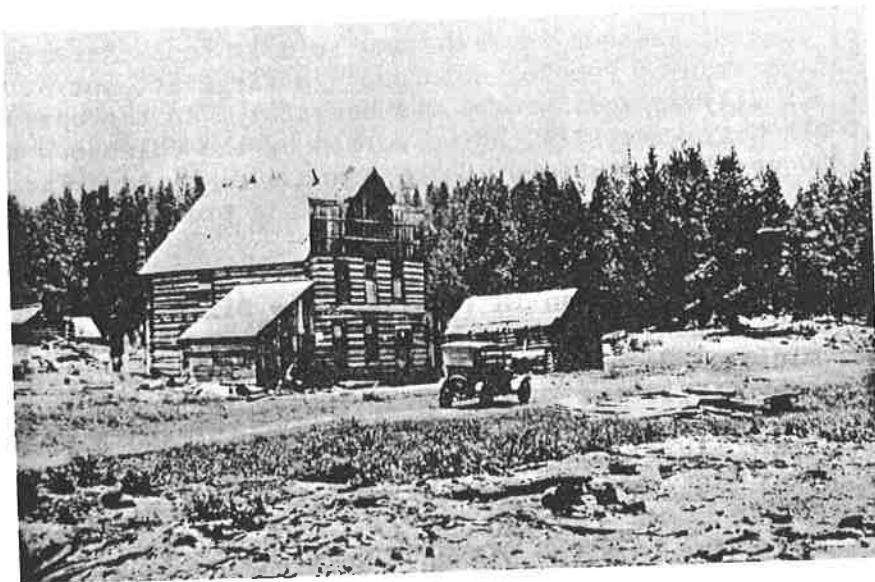
Nate B. Pettibone and James Doran discovered the Iron Crown Mine two miles east of Newsome in 1888, and sold it soon thereafter to Dr. J.A. Lauterman of Pueblo, Colorado. A first attempt at dredging near Elk City in 1891 proved unsuccessful. In the early 90's, mines at Elk City were still being worked by the Chinese. Elk City's 1890 population was 500 Chinese and 500 whites. The quartz discoveries there in the middle of the decade produced a second gold rush to Elk City by the later 90's.

The Dixie quartz boom began in 1893, and the Dixie Mining District was established then. In 1895, Newsome and Florence began a boom in quartz mining. Before these booms had died out, gold was discovered in August 1898 at Buffalo Hump, where the Big Buffalo and Merrimac mines were located by Charles F. Robbins and Bert Rigley Young. By 1910, this second gold rush had largely passed, but its effects on the area had been felt.

Clearwater's 1890 population was 90. Switchback, on the road to Newsome, was established in 1894. In 1895, Mountain House, ten miles from Newsome on the Elk City road, was built and Elk City built its first school. A town had sprung up on the river below Grangeville, and although its name and location had shifted a number of times, by 1893 it had become known as Harpster, in honor of Abraham Harpster, a pioneer settler of 1861. Earlier names attached to the shifting townsite were Bridgeport, Brownsville, and Riverside. The town of White Bird took its start in 1891 with a store and a couple of houses. New Florence grew up with the new flurry of mining activity, but the new town had to be built on a new location because of a dispute with the owners of the original townsite. A placer camp on the Salmon River above Slate Creek became the settlement of Lucile in 1896, named by Judge James Ailshie of Grangeville for his daughter.

Discovery of gold in the Buffalo Hump provided the stimulus for several boom towns, but these were as short-lived as the gold rush. Adams, Calendar, Hump Town, Concord and Frog Town sprang up after 1898 and had become ghost towns by 1910. Calendar served the Big Buffalo and Merrimac mines and its bank was of no little importance, since the two mines payrolled 400-500 men. Concord grew up near the

old Atlas mine. Calendar, Hump Town and Concord became persistent rivals for "king of the hill." Although Calendar had the bank, Hump Town had the reputation as the "liveliest of all mining towns." Today none of the three is very lively. At Hump Town, only a few building foundations and a pile of beer and whiskey bottles attest to its former gaiety and circumstance. At Concord, a few buildings may yet be standing.



Hotel at New Florence
(Photo taken 1927)

In 1899, Mr. Colgrove built a hotel in Orogrande (Spanish for "coarse gold") where Pete Johnson and Hogan had mined on the Crooked River. Orogrande became a trading camp and way station for the Hump area. Ray F. Fitting, a former Supervisor of the St. Joe National Forest, worked in a mine at Orogrande in 1902 and worked the winter of 1908 at Calendar.

The growth of mining and the markets this created provided the stimulus for improved transportation and commercial growth. The settlement at the forks of the Clearwater was named Stuart in 1895 for James Stuart, an educated Nez Perce Indian who surveyed the Clearwater country. With the coming of the railroad, the name was changed. Since there was a Stuart station on the Northern Pacific in Montana, the railroad named their station on the Clearwater Kooskia, after the Indian term for the river. The town's name was officially changed to Kooskia in 1909.

In 1896 a wagon road was completed in to Elk City over the old Nez Perce Trail. The railroad came in 1899 and the town of Stites grew up at its terminus. Until 1908 Stites was the shipping point for much of the country. In 1908 the railroad came to Grangeville.

The Buffalo Hump mining boom caused similar growth. The first wagon road to the Hump was completed in 1900, and used by the first wagon on October 19. Moore's Station was operating between Adams Camp and the Hump in 1901.

An Idaho County Free Press item on May 17, 1898 states:

The G&B pack trail of 59 mules passed through town last Friday loaded with 25,000 pounds of merchandise. (These mules were really loaded! It figures out to approximately 425 pounds per mule.)

The legislature which met in the winter of 1891-92 appropriated \$8,000 for a wagon road from Camas Prairie to Elk City. (This amount would scarcely buy engineering stakes for the survey of a present day road.)

Grangeville's growth led to the location of the County seat there in 1902. Another town made a brief appearance when the Midas Mining Company opened the Ajax Mine three-fourths of a mile northwest of Dixie, between 4th of July Creek and Boulder Creek. Two to three thousand people lived there between 1900-1903, but in the fall of 1903, the mine was closed in a lawsuit, and Midas (or Midasville) disappeared.

In February 1897, the Bitterroot Forest Reserve, encompassing much of what is now the Nezperce National Forest, was created by Executive Order of President Grover Cleveland. This caused some friction with the mining people. The June 16, 1899 Free Press notes that, "a petition for removal of forest reserve restrictions in the Hump country has been turned over to Superintendent Glendinning." The Hump district was later returned to the national forest by order of President Warren G. Harding.

Lowell, at the junction of the Lochsa and Selway Rivers, was established in 1903 when its population was 21. It was named for Henry Lowell, the first postmaster. William Parry, the original settler, had found Lowell starved nearly to death in the canyon of the Lochsa and had brought him out and nursed him back to health. Fenn, on the prairie near Grangeville, grew up as a wheat storage and trading center after the railroad crossed the prairie in 1908. It was originally known as Tharp, but the name was changed to Fenn in 1915 in honor of Stephen S. and Frank Fenn. The railroad missed Denver, north of Fenn, by three miles. Built by speculators in 1892, Denver surpassed the decline of Stites as the trains passed them by.

Grangeville, from the building of the Grange Hall to the present, has shown relatively steady growth. The post office was established soon after the Grange Hall, with W.C. Pearson as postmaster. The name was a natural and was adopted by a majority vote. Two serious fires occurred in the earlier years of the settlement, one on May 13, 1895, and the other on December 19, 1897. In 1899, a water system was completed. The same year saw the first electric lights from a steam plant. In 1910 the Grangeville Electric Light and Power Company, under a permit from the U.S. Department of Agriculture, built a dam on the South Fork of the Clearwater River, to furnish electrical power to Camas Prairie communities.

The headquarters of the southern Idaho division of the Bitterroot Forest Reserve was located temporarily in Grangeville after an early stint in Elk City. In 1900 it was moved to Kooskia. Lumber has replaced mining in Grangeville's economy and together with agriculture provides the mainstay of Grangeville's growth.

Pioneer Graves

In the Florence Cemetery there are quite a number of graves, but only the following are identifiable from original headboards:

S. Wesselbroade from Ohio, Died January 29, 1862, Age 48

A granite stone with only RMC

Albert Billings, July 15, 1862

H. J. Talbotte, January 5, 1863, 29 years, Native of Georgia

Geo. Bannard, October 24, 1869

N. W. Anderson, a native of Sweden

H. J. Talbotte was better known as "Cherokee Bob," so-called because his mother was half Cherokee. Why he was called "Bob" is not clear. After getting into hot water in Walla Walla, he operated a saloon in Lewiston and was on friendly terms with a number of road agents. He was supposedly an "ex officio" member of the Plummer Gang, which operated out of Virginia City and Bannock in Montana to prey on mining camps throughout the area.

He showed up in Florence with a companion, Cynthia--of dubious reputation, and operated a saloon during the heyday of that mining camp. His red-haired Cynthia and a New Year's Eve shindig at Florence proved his undoing. William Willoughby, at Bob's request, escorted Cynthia to the dance, where due to her unsavory reputation, the other ladies present had her expelled. This so angered Bob that he and Willoughby set out to avenge her honor the next day. Their reception was less than gentle and they were both shot and killed.

Roy Phillips reported that, "An old timer told me some years ago that the reason Cherokee Bob's grave and headboard are so much better preserved than the others is due to the fact that for years someone looked after his grave. Whether this was the red-haired consort Cynthia or someone else, no one knows."

The cemetery at Dixie contains but seven graves and none of these date back to the early years of the camp. Ranger Howard Higgins provided the following information on those buried there.

James Lynch, miner, died in 1898.

Ike Ward, miner, 1899, froze to death at Rabbit Point.

Helen Smith, known as "Ol' Nigger Ann", died in 1915.

Took in washing for a living.

Sam Myers, miner, 1928; born in 1839.

Howard Powelson, died in 1930. For many years the storekeeper and postmaster at Dixie.

Dixie Lee, the small daughter of Warren Rice, burned to death in a fire at the Comstock Mine about 1935.

An unknown, supposed to have been murdered about 1911. Skull, with bullet hole, and a few bones found in early 30's in Dixie Gulch.

This cemetery is located across the creek from the road some one-half mile below town. The graves are well marked by native granite stones.

There is a cemetery at Newsome which contains about a half dozen graves. Ranger Roy Space and Rolf Fremming were attempting to obtain identities from Nate Pettibone before his death, but were unsuccessful.

John Shean and E. A. Wheeler died of scurvy while trapping at the forks of Moose Creek in the winter of 1894-5 and were buried there by the third member of the party, Will Blair (alias Jack Craig). Skeptical authorities, suspecting murder, checked out Blair's story upon his return to Montana, and dug up the two bodies to check for bullet holes. Finding none, the men were reburied. Dead Man Flat takes its name from this incident.

A skeleton was found sitting under a tree by a trail crew and was buried in Dead Man Saddle east of Sheep Hill lookout. An Indian child of the Parsons family is buried at Grave Meadow. The grave of an early Florence traveler is marked with fence and marker on the original Florence road just west of Adams. An Indian Chief's daughter is buried on the Old Boise Trail near the Seven Devils Road.

A number of graves are marked along the Salmon River. James Hemstock's grave is on the second stream above Shepp Creek. It is located with a stone marker in good condition. Charles Shepp, Charles A. Bemis and Alex Blair are buried above the original house on the Shepp Ranch. Blair was a former Forest Service employee.

Graves of Mackay's partner and a young Indian boy are on a knoll across from the Boise-Cascade house at Mackay Bar. There is a possibility of a third grave in this area.

J. R. Painter is buried up the hill from the old fireplace on the east side of Jersey Creek. A Forest Service headboard was erected in 1967 on this grave and on that of Jack Ranger, buried on the west side of Teepee Creek near the trail. A hunter named Hemminger was killed in a fall on the Coppernoll place, and is buried near the head of a draw between Fall Creek and Ruff Creek at the head of the meadow. A headboard was placed on his grave in the 1930's. James Moore is buried about 100 feet toward the hill from the chicken house on Moore Bar. A Forest Service headboard was erected in 1967. An early partner of James Moore is buried on the ridge between Little Elk Horn and Big Elk Horn Creeks, just below the point where the old trail crosses the ridge. A large cross is carved on a tree just above the trail.

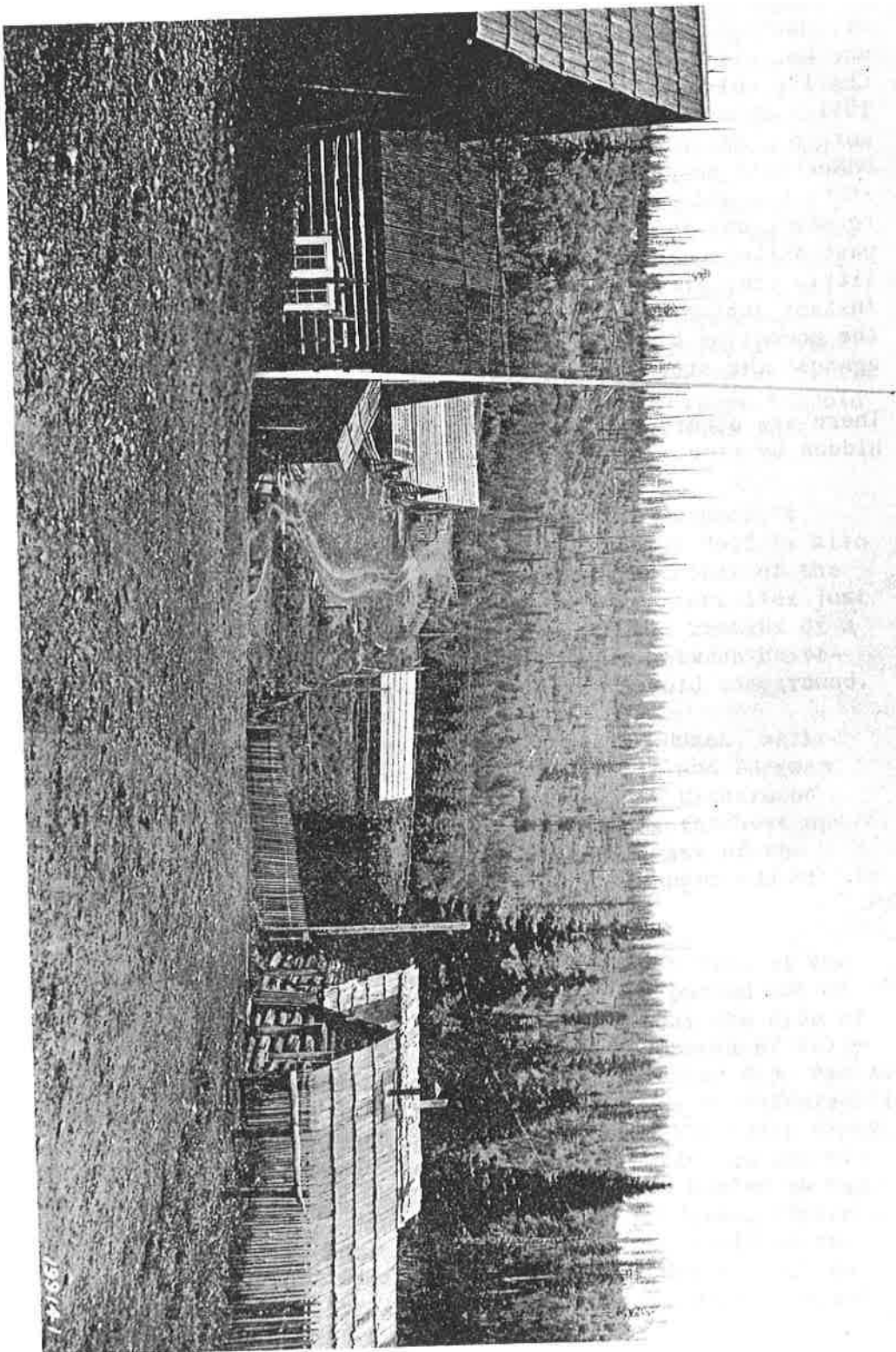
Rose Aikin Cook, died January 1905, is buried on the Campbell's Ferry Ranch above the garden, below Crow cabin. Norman Wolf is also buried on Campbell's Ferry Ranch, near corner #5, just east of the path to the old ferry landing. The grave of Mrs. Prescott lies just above corner #3 on the Whitewater Ranch underneath the remains of a 1933 Chevrolet truck. Jess Root's grave is halfway between Whitewater Campground and Hermit Hank's tramway, near the old campground.

On the west side of Richardson Creek is the grave of Humes, marked with a marble headstone and an iron fence. Churchill and Burgman lie in graves in the garden southeast of the house at Richardson Creek. Churchill's grave is farthest west, Burgman's farthest upstream. Truman Thomas is buried on Yellow Pine Bar east of the cabin, near corner #8. Tom Newman is buried at the upper end of the airport at Crofoot.

There is an unidentified grave on the flat on the east side of the mouth of Rattlesnake Creek. An unidentified man was pulled out of the river near Riggins Hot Springs and lies buried near the side of the river. Bill "Poker" Kelly lies buried above the mouth of Kelly Creek above the road. A grave on Bullion Ridge is marked E.A. Parisot. Parisot died at Bullion Mine in 1920 of pneumonia. Frank Hiltzley lies in an unmarked grave at the mouth of Hutton Gulch on the Snake River. David Kirk is buried on Kirkwood Bar. A Pratt is buried on the old Clark homestead on Clarks Fork. Reuben Scott, Sr. is buried on his homestead on Scott Creek. J. Jones was killed in an Oregon Tipton Mine tunnel accident and is buried at the head of the falls on the West Fork of Rapid River. A white man is buried on Hibbs Ranch on Granite Creek near the old corral. He and Mart Hibbs were murdered in 1935, and the crime remains unsolved.

At the mouth of Wind River are two graves, one of which is occupied by Clarence Rowley who froze to death on his way to the mines at Mt. Marshall in 1898. The other grave is that of Charlie J. White, who met his death in this manner, according to R. A. "Ace" Barton: Charlie White was in partnership with McMeekin on Wind River around 1911. Something happened to mar their friendship and White moved out to a cabin at the mouth of the river. He made a trip back to McMeekin's to pick up his sourdough jug. McMeekin refused to give it to him and after an exchange of heated words they parted, vowing to shoot one another on sight. Some time later as McMeekin rode past White's cabin, the door opened and White stepped out. With little time given to reflection, McMeekin assumed that without instant action on his part, his number was up. His rifle lay across the pommel of his saddle and he shot White, knocking him back against the stove, which overturned and burned down the cabin.

There are other graves and other stories, many of which have been hidden by time. Others will undoubtedly be told in the future.



Road house at Adams Camp. This was a stopping place for travelers on the way to Buffalo Hump and Florence. Photo taken 1927.

PLACE NAMES

A review of available material on the early history of the area makes it evident that a large number of topographic features were named for people. Peter King, for whom Pete King Creek was named, was born in Germany on February 22, 1832. Peter H. Ready, a freighter into Florence, was born in Detroit, Michigan, in November 1849. A campground and creek carry his name. Riggins was named for Richard L. Riggins, born near Grangeville on May 21, 1876. He was a postmaster and hotelkeeper in the town bearing his name.

Some features, like Coolwater, Iron Mountain, Bearwallow, Pilot Knob, Burnt Knob, Quartzite, Buffalo Hump, and Cold Springs, come by their names naturally. The reason why some features bear the names of animals is quite obvious.

Now and then something was named for an odd reason. Bill McPherson gives this version for Limber Luke Creek: A party on a camping and cattle-salting trip included a school teacher. Her saddle horse, a long limber-legged animal, was always getting tangled in the brush and falling over logs, causing the schoolmarm much embarrassment. The horse soon acquired the name of Limber Luke, and the creek name followed.

The map which accompanied J. B. Leiberg's report on the Bitterroot Forest Reserve area in 1900 shows the present Bargamin Creek (Bargamin was an early trapper and prospector) as Little Salmon River, Hell Creek just above Moose Creek as Big Creek, and the present Sheep Creek, a tributary to Salmon River, as Elk Creek. The Selway Meadow Creek was called Selway Creek. The Leiberg map also shows a Smart Cabin near Elbow Bend, a Noland Cabin on East Moose near Moose Creek Ranch, and a Gilroy Cabin on Selway at the mouth of Meeker Creek. There are also several old maps and some signs which show the present Slate Creek as "Freedom."

Rhoda Creek was named by Ray Fitting for a daughter of Mr. and Mrs. Frank Fenn; Boyd Creek was named for Jim Boyd, a trapper who lived on this creek; Cupboard Creek received its name from the remains of a cupboard built on a tree and left by the men who worked on the Selway Trail; Adolph Weholt built a water wheel in a creek to run a grindstone and this creek became known as Power Creek; and Apgar Creek on the Lochsa River was named for Bill Apgar, a fireguard under Fitz Egan. Henry Bimerick, who worked on the Pete King trail and ridge, made a cut through the ridge--6 feet deep and 30 feet long--known as "Bimerick Cut." A creek was also named for him. William Hamby, an early day employee, located excellent forage along a creek later named Hamby Creek and Hamby Meadows.

Mackay Bar was named for the Irish prospector who settled there. Getta Creek was named for John Getta, a pioneer settler. Kurry Creek was named for Albert Kurry, who owned and operated the ferry across the Snake River at Pittsburgh Landing. Kirkwood Creek is named for an original settler, Dr. Kirkwood. Anderson Butte was named for Jack Anderson, an Elk City saloon-keeper and prospector. Archer Mountain was named to commemorate a trapper of that name who skied over a cliff on the mountain and was killed.

Hanover Mountain and Creek are named for Ranger W. P. Hanover, who was killed in a fall from his horse in June 1926. Kelly Mountain and Creek are named for 1884-6 settler, Bill "Poker" Kelly. Porter's Lookout is so named because G. I. Porter selected that site for a lookout around 1908. Jack Mountain was named for Jack Horner, Dixie Ranger from 1932-33. Seaburg Lookout was named for miner Charley Seaburg. Wylie's Peak was named for a prospector of that name. Schwartz Meadow was named for Theodore Schwartz, a settler who became a victim of the Indian War of 1877.

Fenn Ranger Station was built at Wynkoop Bar, later named Goddard Bar after an early settler and prospector. The new station was to have been named Goddard Ranger Station, but objections arose because of Goddard's reputation, so the name given the station was that of Major Frank Fenn.

Blacktail Butte and Isaac Creek and Lake bear the names of Nez Perce Indians. Isaac Hill was hunting in that area in 1880 and claimed to have found gold there. He died in 1887 while trying to relocate his strike and all later attempts to find gold in the creek have been futile. Isaac Hill is buried at Warm Springs Creek. Shissler Peak was named for the Shissler brothers, who homesteaded on North Moose Creek to run cattle in 1902 and 1903. Freeman Peak was so named for Frank Freeman, who established a lookout on this peak. Freeman first went to work for the Forest Service in 1908. In 1919 he homesteaded on East Moose Creek.

Tony Creek bears the name of an old trapper known as Tony, who trapped the drainage from 1900 till 1905 when he died. His body was discovered and buried by Forest Service men, but about 1907 his remains were exhumed and shipped East at the request of relatives. Pettibone Creek, and Pettibone Ridge between Pettibone Creek and Bear Creek, were named for H. B. Pettibone, a homestead rancher on the Selway of 1908. He sold his homestead in 1931 because of ill health. He suffered a fatal heart attack while making the trip out to civilization and was buried on his homestead. Cox Creek was named for J. I. Cox, a Moose Creek settler from 1914-1930. He guided the first influx of big game hunters in the Moose Creek area. A ruptured ulcer claimed his life in October 1930. Crew Creek was named for a 1916 homesteader, James Crew, who left the country after two years. Fitting Creek was named for Moose Creek District Ranger Lew Fitting. Fitting was at Moose Creek around 1900.

Goat Mountain was named for the big billy goat killed by Hubert Renshaw and Frank Freeman in the fall of 1908. Moe Peak was named for trapper Martin Moe, who trapped the Bear Creek country for three winters after 1907. His mind slipped after that and he was taken to the State Hospital at Orofino. Bailey Mountain was named for Robert Bailey, a Forest Service employee in 1910.

O'Hara Creek was named for 1895 prospector Pat O'Hara. Rackcliff Creek was given the name of a miner turned Ranger, Sumner Rackliff. Glover Creek was named for settler Henry Clay Glover. Jesse Pass was named for its discoverer, Jesse Spotted Eagle. Stuart Hot Springs was named for the Nez Perce surveyor, James Stuart, whose name also the town of Kooskia bore until 1909. Meeker Creek was named for an early settler. Twilegar Bar and Butcher Pass, near Lucile, were named for prospectors. Eben W. Butcher was a miner of 1900.

Mallard Creek was named for pioneer Pete Mallard. Noble Creek bears the name of the first Nezperce Forest Executive Assistant, William Noble, who was killed in an automobile accident in 1924. Bull Creek was named for Alexander Bull, a settler of the 1890's. Allison Creek was named for an 1870 miner-settler, Tom Allison. Berg Mountain and Creek were named for an 1863 miner, John Berg. Fiddle Creek was named for Fiddle Dick Martin, a squatter of 1887 who earned his nickname as an amateur entertainer at the local shindigs. John Day Creek and Slippery Creek were named for settlers of 1862 and 1869. White Bird Creek was named for the Nez Perce chief who lived on the Salmon River. Chapman Creek was named for Ad Chapman, whose wife was Indian. He was a scout for General Howard in 1877. Another Indian chief left his name on Johns Creek on the prairie west of Grangeville. Sherwin Creek was named for Edwin Sherwin, a blacksmith from Warren's Camp who settled on the Salmon River in 1873. Other creeks bearing the names of pioneer settlers or miners are McKenzie Creek, Elfers Creek, Rhett Creek, Sotin Creek, Gregory Creek, Rice Creek, Siegel Creek, Campbell Creek, Peasley Creek and Johns Creek (on the South Fork of the Clearwater).

Little Van Buren Creek was named for a traveler who froze to death in 1883 on the road from Florence to Lewiston. Likewise, Grave Creek was so named for a miner who was found frozen to death near Keuterville and buried near the creek. Lake Tolo was named in honor of the Indian woman who rode by night with a warning from Slate Creek to Florence during the Indian War of 1877. The Bernard Lakes and Bernard Creek in the Seven Devils were named for Captain Bernard, who fought in that section during the Sheepeater War. Running Lake and Creek were named for Tom Running, a homesteader. Droogs Creek was named to honor W. I. Droogs, a settler who gave his life for his country in WWI. Frank Brown Creek was named for the 1899 Superintendent of Jumbo Mine in the Buffalo Hump District. Castle Creek was originally called Indian Creek, but was later named to honor Captain Castle, a veteran of the Spanish-American War.

McComas Meadows was named for settler J. B. McComas, who lived at the head of Meadow Creek. Doumecq Plains, Canfield and Boles were named for settlers. Joseph and Joseph Plains were named for Chief Joseph of the Nez Perces.

Hungry Ridge, between Mill Creek and Johns Creek, was so named because everyone who went up there got very hungry, according to one man's version. Sixty-Two Creek and Sixty-Two Ridge got their name because a trapper carved his name and the date, July 17, 1862 on a tree there. Robert McConnel found the date and named the creek and ridge while working for the Forest Service in 1900. Battle Ridge was the site of the 1877 battle between Chief Joseph's Nez Perces and General Howard's troops. Corral Creek's name derives from Crook's corral, built near the head of the creek about 1912. The Snake River was named for the Snake Indians of southern Idaho.

Gospel Peak got its name as a result of a sermon preached by Rev. William N. Knox, a Baptist minister, on a moonlight night to a road construction gang around 1900 on Gospel Hill. Oregon Butte was so named because of the view on a clear day, which extends across the Salmon and Snake Rivers into Oregon. Shining Butte was named for the nature of the rocks on it, as were Asbestos Peak and Silver Creek. North Pole was named because of its peak which is too steep to climb. Boston Mountain and Bat Point took the names of Vic Bargamin's horses, Boston and Bat.

Poet Camp was so named because of a large, blazed white fir standing at the campsite. Travelers stopping there got into the practice of leaving their name, the date and a little rhyme or jingle written or cut into the tree. S. V. Fullaway's name was there, and some dated back to before the turn of the century. Although the name has stuck, the tree was blown down and was burned in the clean-up by Ranger Howard Higgins.

Beargrass Mountain was formerly called Bear Mountain. It seems that too much fish oil was mixed into the paint for thinner when a number of trail signs were painted--a bear went the distance from Crane Hill to Beargrass Mountain chewing up the signs; hence, the name. Dairy Mountain was so named because Charles A. Rice, later a ranger, had a camp and a dairy near there to furnish fresh milk to the mining camps. Indian Hill was a frequent camping spot for the Indians.

The Selway took its name from the Indian Selwah, meaning "smooth water." The Lochsa came from the Indian Locsah, meaning "rough water." Swift-water Creek was named by Mr. Wheeler, an 1898 miner. Chair Creek was so named because some settler living on the creek broke a chair there. Skookumchuck Creek is a composite of Indian jargon for "good food." Squaw Creek and Papoose Creek are so named because five squaws and several children were captured there during the Indian War. Nut Basin and Lake took their name from the nut pine.

The origins of some other place names on the Salmon River District were collected by R. A. "Ace" Barton. Hells Canyon took its name from Hells Creek, so named because of its rough terrain. For years it was known as the "Grand Canyon of the Snake River." Eventually writers began referring to the section from Eagle Bar to Johnson Bar as Hells Canyon. The name is now applied to most of the canyon from Hells Canyon Dam to Rogersbury.

In the Granite Creek drainage, Slaughter Gulch is the site of the killing of seven head of cattle belonging to Mart Hibbs by a grizzly bear. Beaver Dam Creek enters Granite Creek at the former site of a large beaver dam across Granite Creek. The dam was washed out in 1914 by high water.

Bills Creek is named for rancher William Hiltzley. Johnson Bar took its name from Frank Johnesse, who settled on the river there. Hutton Gulch is named for Ernest Hutton. Gard Sawyer, a Snake River trapper, left his name on Sawyer Creek, and his habit of setting a bear trap each spring on a certain creek led to the naming of Bear Trap Creek. Sawyer was a small man, according to "Ace," who could shoulder an 80-pound pack and set a pace "that would lather a horse."

Caribou Creek was named for the large stands of lodgepole at its source, which some old-timers called "caribou pine." Duncan Gulch was named for Ace Duncan who had several mining claims there. Sawpit Creek probably got its name from the whipsaw pit near the old Forest homestead. Suicide Point on the Snake River is so named because the trail around this point overlooks a 400-foot drop to the river.

Wyant Creek, on the main Rapid River drainage, was named for the Wyant brothers who had a sawmill and mining claims there. Whitebird Ridge was originally called "Little Whitebird Ridge," supposedly after the son of Nez Perce Chief White Bird. Chamberlain Gulch was named for John Chamberlain who homesteaded the bench below Kelly Mountain. Smith Canyon was named after Tom Smith who raised goats there on a free use permit. Bullion Creek bears the name of Bullion Mine. Forrest Gulch, says "Ace," was named for Fred Forrest, who lived there in the 1950's. "He was about 6'7" and lived in a little hut about five feet high and about 6x10 in dimension. How he managed was a mystery."

Manning Bridge was named for a French Creek CCC boy who fell from the trail to his death while returning to camp from Riggins. Wisdom Creek, near Black Butte, was named more recently in memory of Paul Wisdom, who was a Salmon River smokechaser and Fire Control Officer, later FCO at Slate Creek and Moose Creek Districts. Wisdom was killed by a retardant drop on a 1963 fire on the Moose Creek District.

"Ace" relates a final story in connection with the naming of Counterfeit Gulch, or McGlinery (McGlimings) Creek. In the days of the Plummer Gang, a gang of counterfeiters passed their time in the gulch that comes down near the DeVeney place on Shingle Creek. The ringleader, one of the Eddy brothers, would go into Lewiston, stay long enough to pass his bogus money and then return. He started sparking a girl who lived near the mouth of Shingle Creek. Eventually she got word of the setup and "spilled the beans." The authorities rounded up the crew and set them up. One of them, Isom Splawn, served his time and returned to homestead Papoose Creek where the Paul Campbell place is now.

MINERS AND MINING

Deposits of the Idaho County mining area are probably of late Cretaceous or early Tertiary age. The intrusion of the Idaho Batholith and the accompanying uplift, followed by active downcutting by the major streams, has produced the deep canyons and the exposed metamorphic rocks. Glaciation of the Buffalo Hump country exposed the mineralized zone there.

The eruption of the Columbia Plateau basalts caused some damming of the Columbia's drainage and created a backwater lake in the South Fork Clearwater area. The resulting deposits formed the extensive gravel terraces in the Elk City mining area. These gravel benches skirt the ridges from Newsome Creek to Elk Creek and the American River. The same gravels are evident on the Crooked River, but erosion has been more active in that drainage.

The quartz veins are chiefly fissure veins, associated with the uplift and shearing caused by the Idaho Batholith. The Dixie, Elk City, Newsome Creek and Florence veins are of quartzose composition, occurring chiefly in gneiss. The Buffalo Hump country rock is granite and slate and the veins are quartz. Nearly all the vein deposits are in gneiss-granite or metamorphic plates and schists. The deposits contain free gold and auriferous sulfides. Lead, copper and silver are also found in many of these deposits.

The quartz lodes are found chiefly in these eroded areas where glaciation, stream erosion or shearing has exposed the deposits. The placer deposits are associated with present or previous stream locations. Most of the tributaries of the South Fork Clearwater, the Salmon and the Snake Rivers have been prospected or worked at one time or another.

The big gold strikes in the eastern section of what was then Washington Territory stimulated the population growth which led to the establishment of Idaho County by 1862. The fur trappers and explorers who were the first white men through the territory were largely interested in economic exploitation. They were self-sustaining individuals in whose wake commercial civilization did not as a matter of course follow. The miners who came at mid-century were also interested in economic exploitation, but they were a larger group and their needs were different. As the trickle swelled to a flood, the demands for goods and services increased proportionately and settlement was the inevitable result. The packers and traders were hard on the heels of the prospectors.

Gold was discovered on Orofino Creek in 1857 by trapper Jack Lossier, or between 1857 and October 1, 1860 by Capt. E. D. Pierce (there are conflicting versions). At any rate, Pierce City was begun by Capt. Pierce's party at the mouth of Canal Gulch on Orofino Creek.

In May of 1861, a group of 52 men left Pierce City to prospect the South Fork Clearwater and the 22 with the hardihood to brave a violation of the Nez Perces' rights found the yellow metal in June at the mouth of Glass Gulch at the foot of Ternan Hill. The first cabin in the Elk City area was constructed near the confluence of the American and Red Rivers by two prospectors in August. (The site, at present no more than a depression in the ground, is on the new Deadwood Creek road, and has recently been signed by the Forest Service.)

A party led by Nathan Smith left Pierce City and prospected the Salmon River to a point somewhere above Slate Creek. They were driven from the canyon by the summer's fierce heat and by the prospects of gold in upper Slate Creek. They climbed a ridge to the summit and camped in Florence Basin on Sand Creek. Three members of the party panned color on August 20, 1861, and on the strength of this find, the party staked claims and headed for Elk City for supplies. In an interview with Nathan Smith published July 5, 1889, the Idaho County Free Press asked if the Florence diggings had been discovered by accident. The reply was that "there was no accident about it. They were found by prospecting in the usual manner. Their discovery was owing more to hard work than to accident."

Discoveries were made on Newsome Creek in 1861 or 1862, and a way station was established, named for John Newsome. In 1862 strikes were made south of the Salmon River at Warren's Camp and the towns of Washington and Richmond were begun. This new field drew some of the prospectors from the Florence diggings. Others left for the southern Idaho discoveries in 1864 and 1865.

The initial discovery at Dixie may have been made as early as August 1862, but more likely did not occur until 1864. The original find was in Dixie Gulch, and since one of the two prospectors was from Dixie, Georgia, the new location was given the same name. The mining camp was established in 1867.

The strikes at Elk City and Florence touched off a stampede by hungry prospectors. By November 1861, there were 2,000 men at Elk City and between 2,000 and 3,000 at the Florence diggings. Way stations were built to handle the needs of travelers to and from the mining camps. Settlements grew up at Mt. Idaho, Freedom (Slate Creek), Cottonwood, Clearwater Station and other locations during 1861 and 1862. Some of these developed into trading centers as the mining camps became more permanent. By the summer of 1862, Elk City had five or six mercantile establishments, five saloons and two hotels. The wealth came from the earth, but digging wasn't the only means to acquire it.

The character of the mining men has been disputed by historians. On the one hand it was claimed that "the men and women who blazed the trails and built forts and laid open the mines and the forests had zest and vitality, and there are no virtues more indispensable than

these." (WPA, Idaho Guide). Others writing in the same time and place differed in their view:

It has been said by some...that the thousands who rushed pell-mell into the State were unusually intelligent on the whole, and that many of them were educated. One historian even solemnly declares that their discussions around campfires would often have been a credit to dignified deliberative bodies. But these attempts to transform the early miners into a bunch of gentlemen who sedately panned their gold and then meditated on Aristotle are a gross injustice to an army of hell-roaring and money-mad men. With exceptions, they were a rough and blasphemous crew who swore like pirates and drank whiskey as if they had been nursed on it, though now and then one...got off by himself to brood over such trivial matters as destiny and fate, or took to himself a wife and minded his own business. But the majority of them laid into life with furious appetites, and it is a most lugubrious irony to dress up these tough-palmed, unmoral roustabouts to look like the men today who fetch the milk and play bridge and lead the housedog around the block.

In all probability the truth lies somewhere between the extremes. The miners were human beings similar to most others of the species. They brought about the settlement of central Idaho and civilization accompanied them. Rough or not, they did establish education and order. In the midst of a wilderness they built towns, whether for greed or posterity. The first public school in Idaho County opened at Florence with seven pupils in 1864. Florence's main street was Idaho's first recorded public road, and the first term of court held in Idaho was held in Florence.

But not all of civilization's benefits were positive. The isolation of the mining camps required that all supplies and materials be packed in. Consequently, the mining camps suffered from a very modern malady--inflation. At the height of Florence's glory, flour was selling for \$75 a sack and bacon for \$3 a pound. With markets like these and the continuing flow of gold, citizens of less than ideal standing were drawn to the gold fields. A climate of violence and lawlessness grew rapidly. David English and a gang of highway-men worked the trail between Florence and Mt. Idaho. Doc Noble's pack train lost \$75,000 to bandits on the trail to Lewiston.

After a year of unchecked growth in crime had produced a "crisis of desperation," the Salmon River Mines Vigilance Committee organized in 1862. Lewiston followed their example a year later and dealt justice to the robbers of the Berry brothers' pack train between Lewiston and Florence.

By 1870 only five murderers had been officially convicted and executed, although 200 violent deaths had occurred (WPA Idaho Encyclopedia). "After this date, however, placer mining declined, the disreputable faction departed for greener fields, the overbuilt and overpopulated cities faded out, and the shift to agricultural pursuits marked the abatement and disappearance of organized crime and terrorism."

Elk City

The boom was short-lived. By 1864 or 1865, the rush had faded out. Creek bottom gravels were low and hard to reach. High gravel bars and terraces were worked for "skim diggin's," the shallow concentration of gold within a few feet of the surface, easily stripped and washed by hand methods. Miner interest and endeavor waxed and waned with the returns from skim diggings. As new strikes were made elsewhere, the older fields were gradually abandoned. By 1872 the diggings were left largely to the Chinese. By 1881 only 11 whites remained in Elk City. For nearly 20 years the Chinese worked these claims. In the late 1880's, the interest in placer mining was renewed and the interest in quartz mining was beginning. White miners began returning to the district and the Chinese left to work the bars along the Salmon and Snake on their way out.

Transportation was improved with construction of a wagon road into Elk City in 1896. Improved transportation facilitated mining by larger scale methods and returns from the placers increased again. Large scale operations in the 1890's led to the formation of companies to provide capital. The first unsuccessful attempt at dredging was in 1891. Later attempts were more successful but the heyday of dredging was not until the 1930's. The placers were actively worked from the '90's till WWII, but with generally decreasing returns.

Two of the more important placer operations at Elk City were American Hill and Buffalo Hill. American Hill was one mile southeast of Elk City. Most of its production was in the '90's. In the early days it was worked for skim diggings. Beginning in 1891, the Idaho Mining Co. mined the gravel to bedrock in an old stream channel of the American River. An elevator was used to raise the gravel to 500 feet of sluices. Most of the gold was coarse, about the size of wheat grains. It had a pit of 200 by 700 feet, and 60 to 80 feet deep. Its deposits were exhausted long before 1934.

Buffalo Hill was one and a half miles southwest of Elk City on the north side of American River. The deposits consisted of about 180 acres of gravel, much of which had been mined by 1900. The available fall was slight and this made disposal of the tailings rather difficult. This operation used a 2,000 foot flume, 4 feet by 4 feet, with a gradient of three inches in 12 feet. These deposits were also in an old river channel. The gold was both coarse and fine. The operations left a 15-acre pit averaging 50 feet deep.

Wheeler Creek and French Gulch were both sluiced their entire length and yielded rich skim diggings. In 1901 there were four placer companies active and producing in the Elk City District--Gold Hill Placer Co., Little Elk Placer Co., Ternan Placers, and American Hill Placers. Most of the other creeks and gulches were prospected and many showed production at intervals.

Dredging in its heyday covered most of the district. Several dragline and bucket dredges were operated. Red River was dredged between the upper and lower meadows. In the summer of 1958 Mr. Clair Johnson dredged Red River under lease from Floyd Johnson. Most of American River between Red River and Flint Creek trail was dredged. Red Horse Creek, Siegel Creek, Little Elk Creek, Deadwood Gulch and lower Buffalo Gulch were all dredged. Activity decreased after WWII, but continued for several years.

Quartz prospecting began with the renewed interest in the placers. Prior to 1900, practically all the production was from the placers, but by the early '30's, quartz mines outnumbered placers in operation by three to one.

The first quartz mine in the district was the Buster, located about 1870 one-half to three-quarters of a mile north of Elk City. Little production or development was undertaken until 1902, when the Buster became one of Elk City's major mines. Average value of the ore was \$10 to \$20 per ton. A 10-stamp mill with a 15-inch crusher was constructed at the mine. Cyanidation was attempted on a small scale, but abandoned. The mill operated from November 25, 1907 to October 31, 1909 and milled 25,705 tons of ore. Production for this period was \$380,000. Mining and milling costs were \$7.25 per ton, about half the production value.

Eight miles southeast of Elk City was the American Eagle mine, discovered in 1897 by E. Brown and Lawrence Painter. Development was done by Otto Abeling in 1898-99 and by R. L. Sherman in 1900. It was taken over by the American Eagle Consolidated Mining and Smelting Co., under the supervision of A. W. Boyd, and a 10-stamp mill was completed in 1903. Between 1903 and 1910, 92,556 tons of ore were milled. In 1919, while idle, it was purchased by Homestake Gold Mining Co., who invested in more development work. The mine was closed in 1923, with total production from gold and silver of about \$110,000. Some of the mine buildings were demolished in 1969, during construction of firelines on the Ditch Creek fire.

There were other producers on the district. The Mascot, although closed by 1934, had total production of \$210,000. Many others followed more closely the pattern of the Hercules mine. It was situated 17 miles southeast of Elk City, about two miles northwest of the present Red River Campground. It was discovered in 1903 by E. J. Comly. In 1916-17, the Hercules Mining Co. invested \$25,000 in development and buildings, but no production has been recorded.

In the Elk City-Red River area at present there are 26 patented claims. The largest group is the American Eagle claims and others held by American Eagle Mining Co. Elk City Township has 43 patented claims, most dating back to the first decade of the 1900's. The largest groups are the Alberta and Spotted Deer claims owned by City Bank and Trust Co. and Collins L. Carter, Trustees, of Jackson, Michigan; the Goldenrod claims owned by Gladys L. York of Elk City and Potlatch Forests of Lewiston; and the Revenue claims owned by Wallace Scott and others, of Grangeville.

Florence

The story of Florence is largely a duplicate of Elk City. Discovery of gold here created one of the feverish rushes to find wealth. Gold was abundant for those who could find it and dig or steal it. One pan might yield as high as \$100 in dust, but the abundance was limited and the skim digging boom was over by 1864. The less patient and less lucky turned to other pursuits or departed for yellower prospects to the south. As in Elk City, the Chinese were admitted to the placers and remained for ten or more years.

Dredging was done at Florence in the years of the quartz boom and after. In 1900 Skelton, Myers and Long abandoned their dredging operations on Sand Creek. Idaho Mining and Milling, of Lewiston, was dredging Florence basin in 1963.

The quartz-seekers came to Florence about 1895, but Florence was not the equal of Elk City in this respect and the boom was over soon after 1900. By 1940 the population of Florence was only 10, and there were only four quartz mines in the district--Banner, Liberty, Mikado and Queen of the West.

At present there are 11 or 12 patented claims in the Florence area. The largest group is that of seven claims patented in 1902 and held by Foster B. Morgan of Grangeville.

Newsome Creek and Tenmile Creek

Newsome Creek discoveries were made soon after Elk City and Florence and followed the Elk City pattern closely: boom--Chinese occupation--quartz boom--decline.

Newsome Creek bed and accompanying bench gravels were washed practically the entire length of the drainage. In addition, there was the remnant of a high gravel terrace 300 feet above the creek at Newsome Station. Small gulches cutting through these deposits had secondary concentrations. Newsome Creek was dredged in the late 30's through 1942. In places the bottom ground is filled with tailings to a width of 200 feet.

The most important placer in the Newsome drainage was Moose Creek Placer, in Allison and Trail Creek basins between Newsome Creek and Moose Creek. It was located in 1863 on Allison Creek by Mr. Allison. He sold out in 1869 to the Chinese, who discovered a new deposit of seven acres and built six miles of ditch. The Chinese mined an estimated \$40,000. In 1871 the mine was acquired by Flynn, McInky, Murry and Russell. Sometime in the early 1880's, Paddy White dug Moose Creek ditch to Allison Gulch. Most of his mining was done in Alder Gulch. White mined \$90,000 in one year. In 1889 Heppner worked the bottom and the side slopes of Allison Gulch. Charles Richardson acquired half interest early in the '90's, and in 1902 opened a third deposit of 32 acres. From 1903 to 1910 the mine was owned by Moose Creek Gold Mining Co., and from 1910-1927 by Giles. In 1927 it was bought by Max R. Crosby. There were 14 miles of water ditch and four pits having an average depth of 75 feet. Crosby was still working in 1932 with an estimated seven years' reserve of unmined gravel. Total production of the placer from 1863 to 1932 was estimated at \$386,000.

The Buckeye placer was in a small gulch west of Newsome Creek, one-half mile south of Newsome Station. It was worked in 1902 and 1903 for about \$8,000 production. About 125,000 cubic yards of gravel were mined. Eight or nine miles of ditch diverted water from Sawmill Creek.

Buckeye ditch was repaired in 1931 by Newsome House Placer Co., who installed a Hendy hydraulic elevator to mine the gravel under the flat at Newsome Station. The same year, the Pell brothers were sluicing Hayfork Creek bed for some production.

The first quartz mine to produce was the Iron Crown, discovered by Nate Pettibone and James Doran in 1888, two miles northeast of Newsome. It was sold to Dr. J. A. Lauterman of Pueblo, Colorado. A Kincaid mill was installed and operated continuously for 10 to 12 years. Total production was estimated as high as \$250,000.

The South Fork mine, discovered in 1905 by E. E. Espy, was seven miles east of Golden. From 1906 to 1909 it was partially owned by Mr. Adams and Frank Peck. Peck sold to W. Stowell in 1909, and Stowell operated the mine from 1909 to 1913, the years of its best production. It was operated intermittently from 1905 to 1916. Estimated production was \$250,000.

Other mines in the district recording production were: New York, three and one-half miles north of Fall Creek, \$45,000; Buffalo-Idaho, three-quarters of a mile northwest of the New York mine, more than \$10,000; Lone Pine, north side of the South Fork of the Clearwater at Golden, \$60,000 to 1932, still operating in 1932.

Others were less successful. Center Star mine is one mile south of the South Fork, 10 miles east of Golden. The only production before 1932 was a test run in 1915 of five tons which plated \$50 per ton. Ivan Ruark, engineering technician on the Red River Ranger District, worked in the mine during WWII. At present the owners are drilling in hopes of reopening.

This district has 18 patented claims. The largest group, five claims, is owned by Jean Stowell and others, of Spokane. The Lone Pine group, four claims, is owned by T. E. Robinson of Kamiah.

Dixie

The next discoveries were made at Dixie, probably in 1864. Sam Dillinger came to Dixie from Elk City in that year, and until the quartz boom began, he was much of the time alone. In 1892 he was the camp's only inhabitant.

Placer deposits in the Dixie district consist of creek gravels and some higher benches. The first placers were in Dixie Creek, Nugget Creek, Olive Creek and upper Fourth-of-July Creek. The early operations were small, working the skim diggings by ditching and sluicing. Crooked Creek was placered in the boom days of 1890's to 1910. A wooden dam was built across the creek above the mouth of Nugget Gulch and a ditch was constructed to east of Dixie to provide water for hydraulic mining. But the recovery was insufficient and water was too scarce for a long operation so the project was abandoned.

Activity increased during the 30's, at least in part as a result of the road built to Dixie in 1925. From 1931-36 mining activity was increased by dragline dredging operations on Crooked Creek.

In 1935, Dixie Placers, owned by F. M. Beller and L. J. Burrows, began mining Crooked Creek from 2,000 feet below Dixie to Horse Flats Creek. The largest placer operation ever in the district, they employed four men on the day shift and three on the night shift. They were operating a dragline with a three-quarter yard bucket and a separate screening unit with a 23-foot by 42-inch trommel, from which the oversize went to the belt stacker and the undersize to the sluices. Tailings from the sluices were discharged to the stacker belt. Water for the operation was recirculated through a sump since the supply from Crooked Creek was inadequate during the dry season. Surface stripping was done with a dozer. The dragline was used for stripping on the night shift when there was no sluicing done. The plant capacity was 1000-1200 cubic yards per day. By September 1, 1937, 400,000 cubic yards of material had been mined.

Olive Creek Placers hired three men to operate a three-quarter yard shovel and locally built screener and washer in the summer of 1937. The equipment was inadequate, however, and the project was given up.

Idaho Placers, Inc., M. G. Read, manager, mined Hundred Dollar Gulch with a one-half yard dragline and screening and washing unit with an 11-foot by 36-inch trommel and a belt stacker in 1937, but by mid-August they had reached the upper limit of the profitable ground.

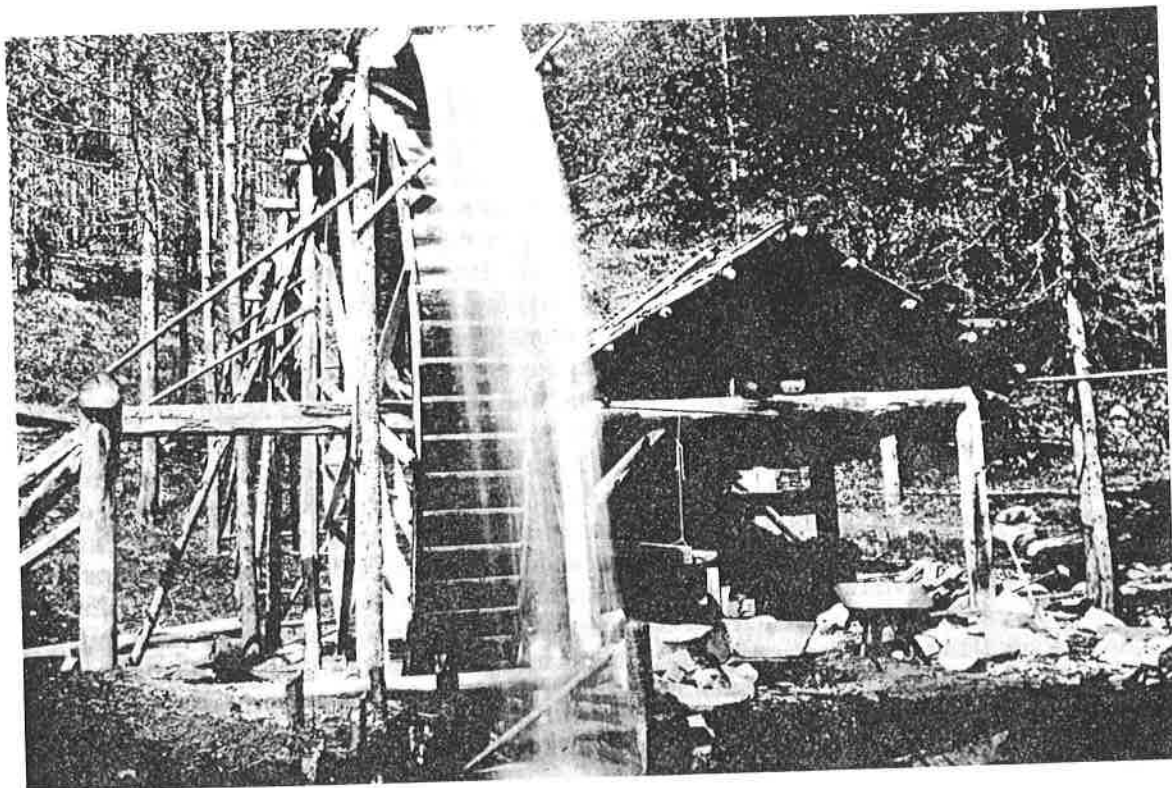
Lode deposits in the Dixie District lie within a north-south belt 12 miles long from upper Crooked Creek to the Salmon River. This zone is two miles wide at the north end and widens to about four miles just south of Dixie. It narrows again toward the river. The first quartz claims were staked in the early 90's but little mining was done before 1900. Between 1900 and 1917 at least three arrastras were built locally and some ore was milled. Between 1917 and 1932 there was little mining activity. Many prospects were abandoned. After 1932 the increase in gold prices and the road construction led to the restaking of abandoned claims and the reorganization of companies.

Ajax mine, about a mile northwest of Dixie on the ridge between Fourth of July Creek and Boulder Creek, grew a town during the few years of its existence. It was owned for a while before 1900 by Mr. Turner, who did some development work. He packed ore by mule to the Dillinger arrastra on Rhett Creek, four miles away. In 1900 the mine was purchased by Midas Gold Mining Co., and operated until 1903. During these years a small town was growing up around the mine. This town disappeared with the closing of the mine due to litigation in 1903. The buildings and mine were in ruins before 1937. The town had been named for the company, Midas or Midasville.

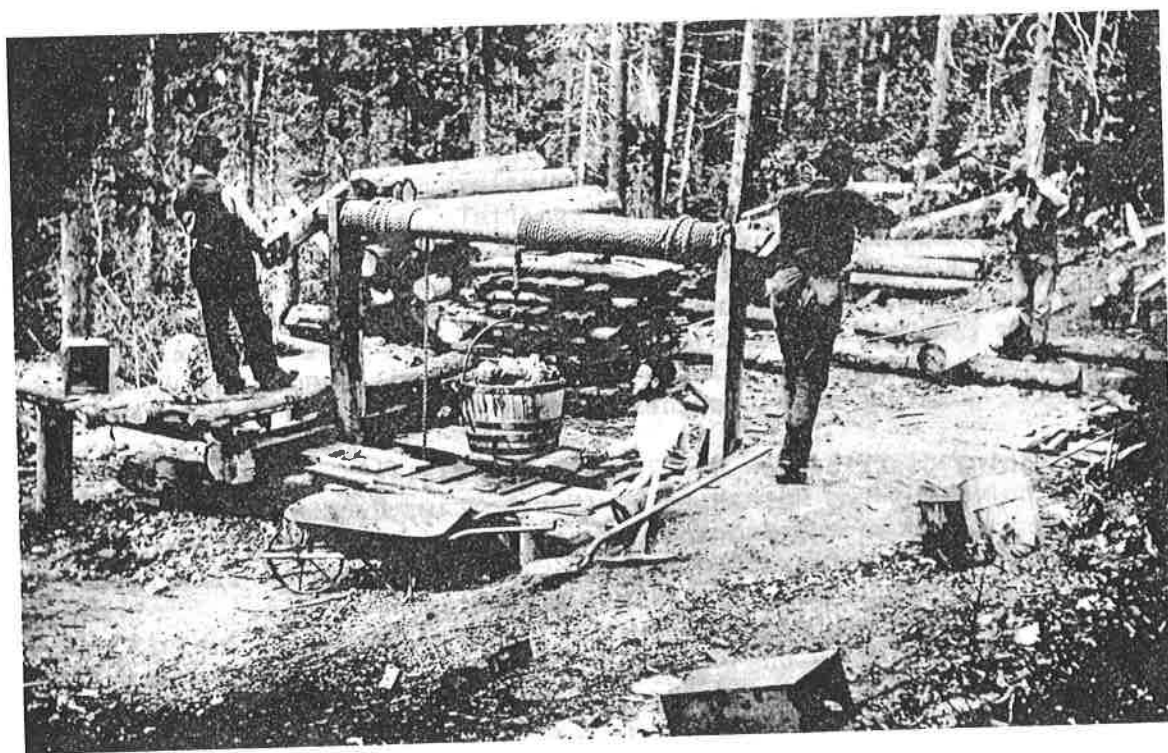
The Comstock mine, a group of 27 claims, was three and one-half miles southeast of Dixie on Comstock Creek. It was located about 1896 by G. A. Youngberger and W. E. Thompson. W. H. Phelps and others promoted a company and installed a four-stamp mill. In 1906 Richard Kleesattle installed a steam plant, but little ore was milled. Dixie Comstock Co. installed a 25-ton flotation mill and milled a little ore from 1934-36. In 1937 new buildings were constructed and preparations were under way for more operation. Recovery estimated to 1932 was as high as \$250,000.

Other mines had been closed or non-productive before 1937. Some were preparing to reopen that year, among them Mammoth, 17 miles southeast of Dixie; North Star, two miles southeast of Dixie; Robinson Dike, two miles south of Dixie; Sixty-Four, two miles north of Dixie; Tiawaka, one and a quarter miles northwest of Dixie; and L and L, one and three-quarters miles northeast of Dixie.

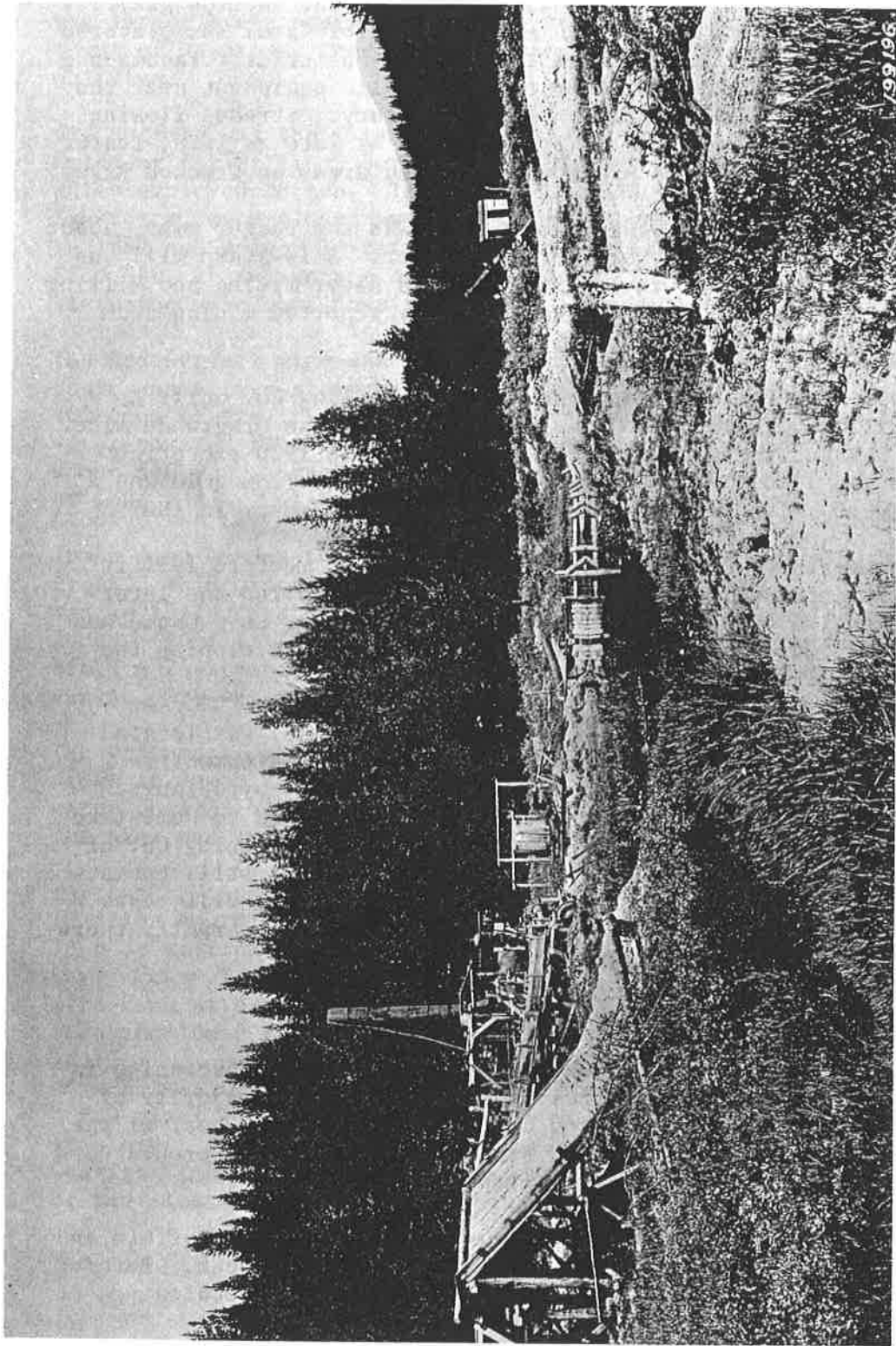
Dixie mining district now has 29 patented claims. John G. Wenzel, of Dixie, holds 18--the "Star" group (North Star, Evening Star, etc.), the Comstock group and Crooked Creek Placer. The next largest claimholder is June B. Kleesattle, of Elk City, who owns the six claims of the "Diamond" group (Black Diamond, Blue Diamond, etc.).



Sam Dillinger's Arrastra at Dixie. Courtesy Idaho Historical Society.
Photo by J. A. Hanson



Shaft of the Idaho Comstock Mine at Dixie. Idaho Historical Society.
Photo by J. A. Hanson



Boiler and steam shovel at Florence, Idaho. Preparation is being made to work over some of the old placer ground.
Forest Service photo

Orogrande

The gravels of Crooked River and its tributaries and the low gravel benches of this district have been washed. Relief Creek was placered extensively about the same time as the Elk City district. Tacoma and Clearwater Mining Company was operating hydraulic equipment near the mouth of Crooked River at the turn of the century. Streams flowing into Big Creek meadows were also prospected. As late as 1958, Lester Strack was dredging between previously dredged areas on Crooked River.

The main producing quartz lode mine in 1899 was the Badger mine, about a mile southeast of the forks of Crooked River. A 10-stamp mill was built to handle the ore. In 1902 the Crooked River Mining and Milling Co. built a 20-stamp mill at Orogrande. They reported mining and milling expenses to be less than \$.50 per ton.

Also in 1902, the Butte & Orogrande Mining & Milling Co. built a 20-stamp mill in Orogrande to handle the ore from the Orogrande mine. This mine was active from 1902 to 1909 and 1914 to 1920 excepting 1906, 1915 and 1916. Production was \$60,000 mostly from gold and a little silver. Also reported was 1,089 pounds of copper in 1907.

Three miles north of Orogrande was the Gnome mine. Before 1931 it was owned by International Gold Co., and was then called the International. In 1931 it was bought by Gnome Gold Mining Co. Gnome had extracted \$26,000 by February 1932 and was actively developing the mine, camp buildings and a 25-ton cyanide mill.

The Homestake mine, four miles southeast of Orogrande, was located in the late 1890's by Sam Silverman, who did some development in 1898 and then became discouraged and let the claim go by default. It was relocated in 1905 by James Penman and later sold to Homestake Mining Co. In 1930 it was taken over by James Penman Mining Co. of Yakima, C. W. Brockman, manager. In 1930 the mine was still operating without any production other than Silverman's first mill tests. It was still operating in 1941 with 30 men working. Apparently there was some production by this time.

Buffalo Hump - Robbins District

The last gold rush in the area was that to Buffalo Hump beginning in 1898. Placer deposits were not as important here, the majority of the mining interest being directed to the quartz veins. Most of the important veins occur on the south side of the peak on an eroded plateau sloping toward the southwest.

The first discoveries were made in August 1898 on the Big Buffalo and Merrimac veins. These discoveries precipitated the stampede. Before the beginning of 1899, the better-known veins had been located

and developments begun, in spite of winter's snow and cold. By the summer of 1899 there were established communities at Hump town, Concord, and Calendar. Several mills were constructed. The mills at the larger mines operated from two to 15 years. By 1932 the boom towns of Hump town, Concord and Calendar had followed Midasville into oblivion.

Big Buffalo was the first discovery. At first the ore was hauled to Calendar for milling, but later a 10-stamp mill was built at the mine, which employed 25 men. The mine and mill, owned by the Buffalo Hump Syndicate, were closed by 1903. The inaccessible workings were owned in 1932 by Sweeney Investment Co. of Portland. Total production was \$250,000, at an average of \$15 per ton. There has been no production since the mine shut down in 1903.

The Crackerjack mine was located south of Calendar. By September 1899 there was a five-stamp mill in operation at the mine, which had milled 400 tons of ore. Later a 20-stamp mill was constructed at Calendar, water-powered from Crystal Lake. Production from 1902 to 1907 was about \$60,000. Crackerjack has been closed since 1907. J. H. Howard of Long Beach, California, was owner in 1932.

Jumbo mine was at the head of Jumbo Canyon on the north side of the creek. This discovery was made in the fall of 1898. A two-stamp mill was installed and operated for a month. Then two more stamps were added. In a little over a year, these four stamps crushed \$40,000 in ore. A 24-stamp mill was installed in 1902, and it ran about two years. Ore was mined intermittently under lease until 1915.

The Venture (formerly the Del Rio) mine was on the south side of the creek in Jumbo Canyon. In 1932 there was a cabin and a two-stamp, water-powered mill on the property, owned by A. F. and C. A. Schultz. The mine was in operation at that time.

War Eagle mine was one mile south of the Buffalo Hump quadrangle and 13 miles south of Dixie on Fritz Creek. The discovery was made in 1898 by William Boyce, who sold to George J. Bancroft and William H. Day. Central Idaho Mining & Milling Co. built a mill, powerhouse and mine camp after 1928 and was operating the 25-ton flotation mill under bond and lease from Bancroft and Day in 1932. Production started in 1931.

A few mines in the Hump district were worked into the early 1940's. At present there are 111 patented claims in the Buffalo Hump country. Charles C. Finucane, of Spokane, owns 27 of these; Robert G. Stone, of Lewiston, 14; and Elgren Adkinson, of Portland, 12.

* * *

The bars of the South Fork of the Clearwater were worked extensively in the early days and occasionally since then, from Kooskia to the junction with Red River and American River. High gravel terraces like those found in the Newsome Creek, American River and Crooked River drainages are absent, probably having been largely eroded away. The South Fork was dredged from Santiam Creek bridge to Rabbit Creek and from Crooked River bridge to the Red River junction.

Many small quartz veins were prospected along the river near Harpster, but none of them proved rich. Farther up the river near Mt. Idaho the Dewey Consolidated Mining and Smelting Co. developed four veins in 1900, in which year nearly 200 tons of rich ore was shipped to smelters and produced \$13,000. Of the four veins, the Dewey and St. Patrick were most important. In 1900 Otto Abeling estimated "ore in sight" to be 34,650 tons with a \$360,000 value.

The St. Patrick, Dewey and other patented claims are now held by Mabel Kincaid of Grangeville. There is a total of 17 patented claims on the South Fork east of Mt. Idaho. Farther up the river, above Castle Creek, DeVanias Marie Schwartz and H. E. Brown of Grangeville hold a group of 11 patented placer claims. Seven patented claims form the Big Cove Placers south of Mt. Idaho, held by James H. Geary, G. W. Eimers and others, of Grangeville.

The gravel bars of the Snake and Salmon Rivers have been washed for some production. The gold taken from the Salmon was coarser than that from the Snake. The aggregate yield was not large.

There was some production from the Salmon River below Slate Creek, but the larger share came from farther up the river. In 1897 the Victor Mining Co. of Spokane was mining a bar just above the mouth of John Day Creek. Another gravel bar 200 feet above the river on the west side between John Day Creek and Fiddle Creek was mined by drifting along the limestone bed rock, which was only a few feet above the river. A layer of cemented gravel lay on the bed rock, and it contained coarse gold of local origin. Other sand and gravel bars were placered above Fiddle Creek and Salmon Point.

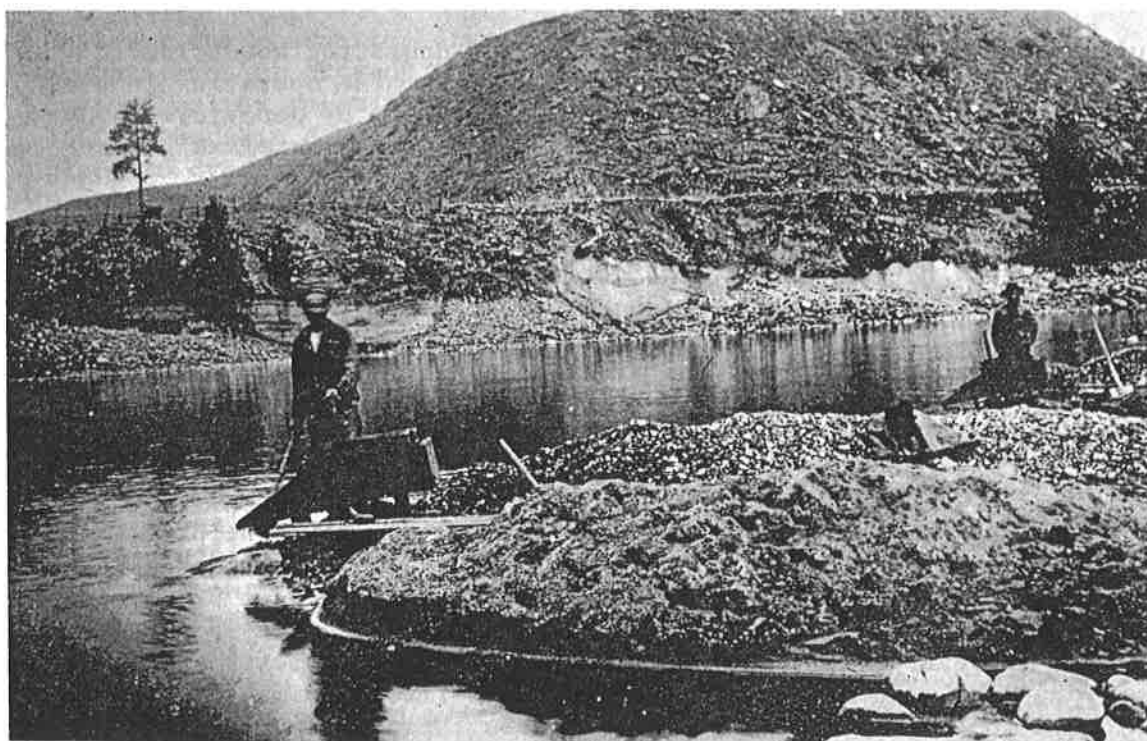
Above Salmon Point there were only smaller, low bars, but all of these contained fine gold in varying amounts.

In 1919 when V. L. Collins was visiting on the Salmon River, he met a placer miner and gave the following description:

Old Johnny McKay...made trips down the Salmon River from Salmon City with his boat and placer mined the bars with his little rocker on the way down. He would take two years for the trip and then go back and build another boat and head



Placer mining wheel at Salmon River Point, 1 mile above junction with Little Salmon. Courtesy Idaho Historical Society, photo by J.A. Hanson



Placer mining with rocker at Horseshoe Bend on Salmon River near Slate Creek. Courtesy Idaho Historical Society, photo by J. A. Hanson

down the river again. He was a tall, lean, squeaky voiced Scotchman and told us that evening that if he made it another year that would make 50 years that he had put in along the Salmon River.

Chinese placer miners migrating from the higher diggings sluiced both the Salmon and Snake Rivers in the late 1870's and 80's. In 1878 a group of 31 Chinese were mining a bar on the Snake below Pittsburg Landing. A gang of horse thieves who had been watching their progress throughout the winter decided to augment their income by adding to it the gold these Chinese miners had accumulated. With pioneer directness, they shot all the miners but one, saving him to disclose the location of the gold cache. This lone survivor, however, proclaimed total ignorance of the gold's whereabouts, and the horse thieves, having a low frustration threshold, shot him too. They escaped unpunished for their crime.

On the "island" between the Salmon and Snake Rivers, considerable activity was in progress at various times. The mines eight miles up the Rapid River above Pollock operated from 1901 to 1904, but transportation was difficult and returns were low. Only two mines were listed in the late 30's--the Grubstake and the Oregon.

Jack Hastings was placering Dry Diggins Ridge about 1900. Because of the scarcity of water he was forced to build dams to catch the spring runoff in order to have enough water for his sluices. According to "Ace" Barton, the gold recovered was about the size and shape of cucumber seeds.

Further north, the Crooks Corral placer was operating about 1900. WPA's 1938 listing still had the Great Western mine operating in this district. Crooks Corral claim is held at present by Genevieve Ward Lynch of Lewiston. Consolidated Mines Syndicate of Maryland holds seven other patented claims west of Lucile.

Although gold was the object of the early day rushes, other minerals have played a part in the mining activities and potential of Idaho County. Others of importance are silver, copper, lead, zinc, antimony, tungsten, asbestos, talc, mica and molybdenum. The WPA Idaho Encyclopedia (1938) declared that "the greatest potential yield of low-grade copper in the United States has been discovered in the Seven Devils country...." Apparently these deposits still await improved transportation for development.

The upsurge in mining development in the 1930's came about partly as a result of construction and improvement of roads. The South Fork Highway was completed to Elk City in 1932 shortening the distance by several miles. Technological developments in metallurgical processes and mining methods increased the range of profitability. Refinements in trucks for heavy hauling also had a part in giving new life. In many instances the stimulus to return to mining may have been the unemployment resulting from the depression.

Production from the mines cannot be stated with certainty. Amounts taken by Chinese in the 1870's and 80's are unknown. Figures for other operations have been reported in some cases and estimated in others. Elk City district production has been estimated as high as \$18,500,000 by Thompson and Ballard, whose estimates are generally conceded to be too high. \$10,000,000 is probably a more reasonable figure. In the years 1882 to 1887 Elk City production was between \$35,000 and \$73,000 per year. Thompson and Ballard's estimate for Florence was \$22,500,000. Actual production was probably closer to \$15,000,000. Conditions were similar on these two districts, except that Florence had richer skim diggings. Newsome-Tenmile district was estimated by Thompson and Ballard to have produced \$2,000,000. The only other figures available for this district are the U. S. Bureau of Mines records for the years 1902 to 1931, reported to be \$174,228 by G. W. Gerry. This doesn't include the early placer activity or the work during the 30's and after.

Dixie's production was smaller. Thompson and Ballard estimated it at \$1,500,000. S. R. Capps estimates recovery from the lode mines to be between \$200,000 and \$700,000. The only figures available for Orogrande-Crooked River are those reported by G. W. Gerry covering the period 1902 to 1931, \$69,598. The reported production from Orogrande and Gnome mines alone exceeds this figure by more than \$16,000. Gerry's figure for Buffalo Hump is \$520,452, but since much of the production from these mines came from 1898 to 1902, this figure is obviously too low.

Whatever the production figures, the investment figure probably approximates or exceeds the production in many instances. Just how much unhealthy speculation occurred is open to question. In the late 1860's the skim diggings were exhausted and individual efforts gave place to dredging and quartz mining methods, which required expensive machinery, engineering skills and lengthy operations. As summed up by the WPA Idaho Encyclopedia, "Rugged individualism had reached its limits; capital was urgently solicited. The simple and hasty methods of the placer miner gave way to the daring and complex schemes of rival corporations." In many instances unwarranted optimism led to over-expansion. Probably 99 out of every 100 prospectors who flocked to the gold fields made nothing more than a living wage.

The establishment of a Forest Reserve in Idaho County insured a certain amount of friction between mining men and Forest administrators. That the friction was resolved without conflict is testimony to the intelligence of both groups. Early placer miners in the Elk City area burned some of the covering timber to be rid of it. Leiberg, writing in 1899, stated, "Each one of the mining centers requires fully as many Rangers as were assigned to the entire Idaho portion (of the Bitter Root Forest Reserve)...." The South Fork of the Clearwater carried mud from the mining and dredging operations

up until 1942. Some areas are still exposed to erosion as a result of past mining operations in the South Fork and other drainages.

Not all the irritations were one-sided. The forest environment could be hostile to the miners at times. The September 19, 1919 Free Press noted that mining improvements in the Elk City area were being threatened by forest fires. Twenty years earlier this paper had observed that, "H. Schultz, special agent of the land office, is back from the Hump." "Harry Schultz," wrote Sister Alfreda, "was an alleged Forest Service official who made trouble for the mining men...." Some of this friction was removed when Elk City township and the Buffalo Hump district were eliminated from the Forest Reserve in 1904. Buffalo Hump was returned to the Nezperce Forest in 1921, but Elk City township has remained excluded.

The miners were the earliest users of the national forest. At least some of the water ditches for placer mining were under special use agreements. In 1907 P. R. Bursell and W. P. Kelsey paid a \$10 annual fee for a right-of-way for three and one-half miles of water ditch from Pilot Creek to their placer operation on Baldy Creek.

Miners also were the first users of national forest timber. Small sawmills were built in the early 1860's to supply lumber for mining operations. More mills appeared during the late 1890's and early 1900's to meet mining needs. In 1903 the American Eagle Consolidated Gold Mining Co. of Spokane purchased 30,000 board feet near Red River for use as mining timbers. The following year Crooked River Mining and Milling Co. of Orogrande purchased 500,000 board feet. Buffalo Hump Mining Co. purchased 220,000 board feet for water ditch lining and flume supports.

Demands for mining timbers disappeared with the mines and other uses have come to the fore. The days of the placer stampedes are gone forever, but an occasional old-timer's ghost may yet haunt the old districts, eying the civilization he sponsored, with a sigh of regret for the glories passed.

PACKING

It can be stated without much fear of contradiction that the Clearwater-Salmon River country was the packing center of the Region for many years. Not only was the Decker saddle developed here, but a large number of pack strings could be depended upon for fire use. Almost every boy had ambitions of becoming a packer. Most of them did at one time or another--it was only natural. Most of them had handled stock since they wore three-cornered chaps and there were plenty of experienced teachers from whom they could learn the finer points of cargoing and throwing diamond hitches.

Some of the better known packers from the area were the Stonebreakers, the Decker Bros., M. H. Williams, Bob Markham, "Bub" Holt, Harvey Renshaw, Alvin Renshaw, Ed Raboin, Walter and Jim Rice, Jeff Hendren and his young son Elbert, Lawrence Howard, Chas. Kelley, Bill McPherson and then along came Clayton Crocker, Neil Smith, Don Chamberlain, Speedy Thompson, Bill Hart, and many others.

There have been many arguments about where the Decker packsaddle came from, who invented it, etc., but most of these were inconclusive. The version which always appeared to be the most factual and plausible is as follows: The first tree of its kind was brought into the area from Colorado by S. C. MacDaniels some time back in the mining camp days. It was so superior to the sawbuck tree that it was copied many times. O. P. Robinett, father of Ed and George, became an expert in making the tree fit the animal and finally obtained a patent. The Deckers are credited with developing the halfbreed or padded canvas cover to protect the animal from hard or sharp loads. There were different styles of rigging, all figured out by individuals to improve something. Swinging side packs loose and tying down to cinch rings instead of using diamond hitches was simply a development that followed when it was found that packs could be kept on without lashing. Diamond hitches were less necessary after it became a practice to lead mules instead of turning them loose to travel at their own pace. This writer has thrown many diamond hitches over awkward loads on Decker saddles or in an effort to keep something on bad animals. Sometimes it helped, sometimes it didn't.

Bill Parry went to the Middlefork country to pack for the engineering party seeking a route up the Lochsa River. He was packer, riverman, Postmaster, and guide for anyone wanting a hunting or fishing outing. For years he was in charge of cedar drives from the Goodeye Ewing operation on the Lochsa to the boom at the junction of the South and Middle Forks at Kooskia.

Phil Shearer was a homesteader who packed many a keg of likker from Montana into the South Fork mining camps in the days when Montana was "wet" and Idaho was "dry." His ranch machinery had been packed in

from Darby or up the Selway and reassembled upon arrival. His home-grown corn squeezin's had an "A-OK" rating among his customers. The Forest Service often called upon him and his string of mules during emergencies.

O. P. Robinett was more than just a packer. When a cedar drive piled up on the Three Devils rocks, he was borrowed to clear the jam. His charges broke up the jam and removed some of the bothersome rocks as well. As head packer, he broke the new mules and fitted them with tailor-made saddles. Before turning them over to another packer, he took them on a maiden voyage and cataloged the characteristics of each. He did the regular shoeing and made Decker packsaddles to order for the Region.

Before the coming of the first few rough wagon roads, pack animals were the only means of supplying the needs of the early residents. When the Forest was first created, there probably was a wagon road to Elk City and Florence with one to Dixie soon after. Every place else was a pack chance.

Many almost unbelievable stories have been told about how difficult items were packed into difficult places. Most of them were apparently true because the items were there to prove it. One such story of how a piano was top-packed over side packs of flour into one of the mining camps seems a bit farfetched. There were pianos in many of the camps but it seems more likely they were dismantled for packing and then reassembled.

"I used to think I knew something about packing," reminisces R. A. "Ace" Barton, "until I looked at some machinery, stoves, cables, 21-foot pipe and 20-foot watering troughs that have been packed into some of the most inaccessible places that one can imagine." Inaccessible places such as the one reported by packer "Speedy" Thompson: "The switchbacks were so steep and short, I had nine mules and I had a mule on nine different switchbacks all at the same time."

"Ace" gives the following example of dedicated packing:

I saw a part of a stamp mill that had been packed into the Winchester Mine on Battle Creek on Snake River that weighed 750 pounds. I understood they used a large blue dun Percheron mare and using a tripod, the crew carried along lifting it off of her every few hundred yards. This I understand, but how do you pack a 20-foot watering trough around some of the trails we have?

Before airplanes came into general use for dropping fire camps, the manning of fires was almost entirely dependent upon how fast an adequate number of pack stock could be assembled. Both day and night travel was common with little rest for the weary mules.

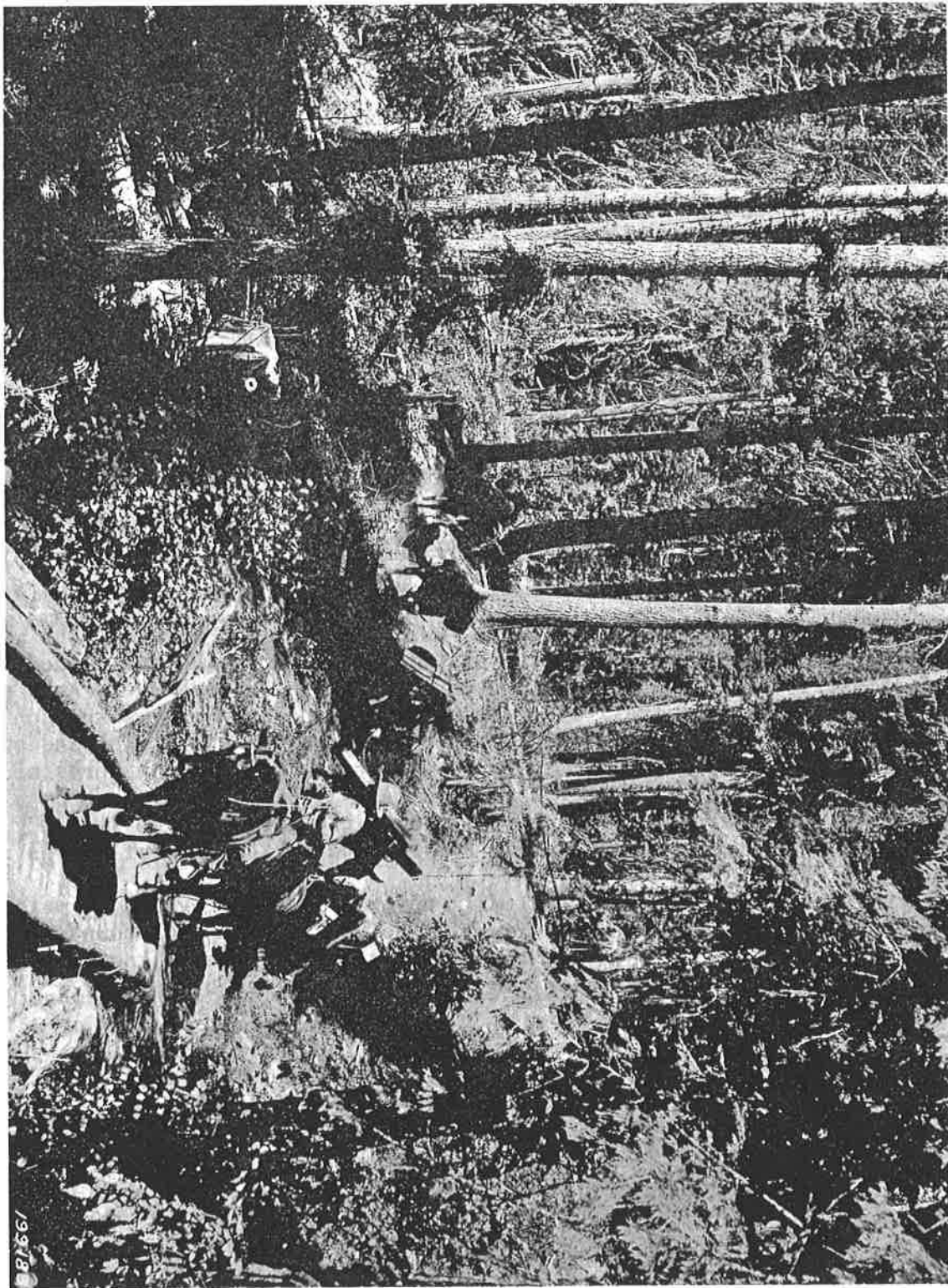
Periodic attempts have been made over the past 20 years to develop mechanical trail buggies and scooters to take the place of pack and saddle animals. The helicopter probably has the best chance of replacing mules in some pack chances. Mechanical gadgets are not allowed in the primitive areas; besides who would get any satisfaction out of telling a mechanical mule that what it needed was a new sparkplug?

Arthur Buckingham, once a packer and more recently a Forest Supervisor in Region 4, had the most effective manner of telling real live mules about their ancestry that this writer has ever heard. Art spoke in such a low and soothing tone of voice that the mules thought they were being praised and reacted accordingly.

Mules are largely able to live off the land and seldom have accidents. Now and then circumstances are such that bad things do happen. One such incident occurred near Selway Falls in 1922 when Bob Graham was packing sand and gravel to build the deadmen and piers for a pack bridge. In crossing the river with a load, the lead mule stumbled and fell. The swift current carried this mule into deep water and since the mules were tied together in the usual fashion, all the others were pulled into deep water. All eight head drowned and some of them were carried over the falls by the current. This was Clayton Crocker's prize string which he had recently turned over when he received his appointment as a ranger.

Other accidents have occurred in which the victims were not the mules. For example, the Salmon River District has a mule who has earned for himself the sobriquet, "Bike-stomping" Andy. In June 1968, Andy was the caboose on a trail crew which met a Honda on a narrow spot on the Rapid River trail. The Honda's owner turned off his engine and pulled to one side to allow the trail crew to pass, but, in the words of Charles Beardsley, the crew foreman, Andy "for some reason took a dislike to the trail buggy, wherewith he kicked the machine twice." The Honda has recovered and so far has managed to keep out of Andy's reach.

While the Selway River Trail will never again be traveled by main line pack strings, horses and mules will be used in the back country for many more years. The fact that fewer and fewer people know how to handle stock may end their use sooner than a lack of need.



Packing lumber for the lookout cabin on Freeman Peak - 1925

TRANSPORTATION

The Milner Road, which was only a trail in the beginning, was built in the spring of 1862. It was a toll road. The route followed the South Fork of the Clearwater-Salmon River Divide to Adams Camp, and from there cut across Slate Creek in about the present location of the Florence road. Just when the original trail was developed into a wagon road is not clear from the records.

Not much is said about how Elk City was reached, which likely means that the Nez Perce Indian Trail was followed. The present old Elk City road generally is on that route.

The Leiberg report says:

The three trails extending across the reserve, the Lolo Trail on the north, the trail through Lost Horse Pass in the center, and the Nez Perce Trail on the south were laid out by the Indians ages ago and their course was made to coincide as nearly as possible with the primary ridges, the North Fork Lochsa, the Lochsa-Selway and the Salmon River divides, the canyons being utterly unpassable without much grading and rock cutting.

Leiberg's report did not include the area between the Salmon and Snake Rivers or it probably would have mentioned a fourth route to the south, the Boise Trail which followed the Snake-Salmon divide. This trail was of Indian origin and shows evidence of heavy use in years past. Legend has it that many cattle were brought into the mining camps of the region from Oregon by that route. Sections of the trail still get a lot of use as stock driveways by national forest permittees.

The map which accompanied Leiberg's report also showed a trail up Red Horse Creek from Elk City across Anderson Butte, then across Meadow Creek at about Toms Cabin, and then to Indian Park and the Bilk Mountain country. This ties in with what Billy Parsons, a Nez Perce Indian packer, remembered as a child when he accompanied his parents over the route on a hunting trip. The map also shows a portion of the Shoup Trail which branched off the Nez Perce Trail in the vicinity of Poet Camp on Bargamin Creek.

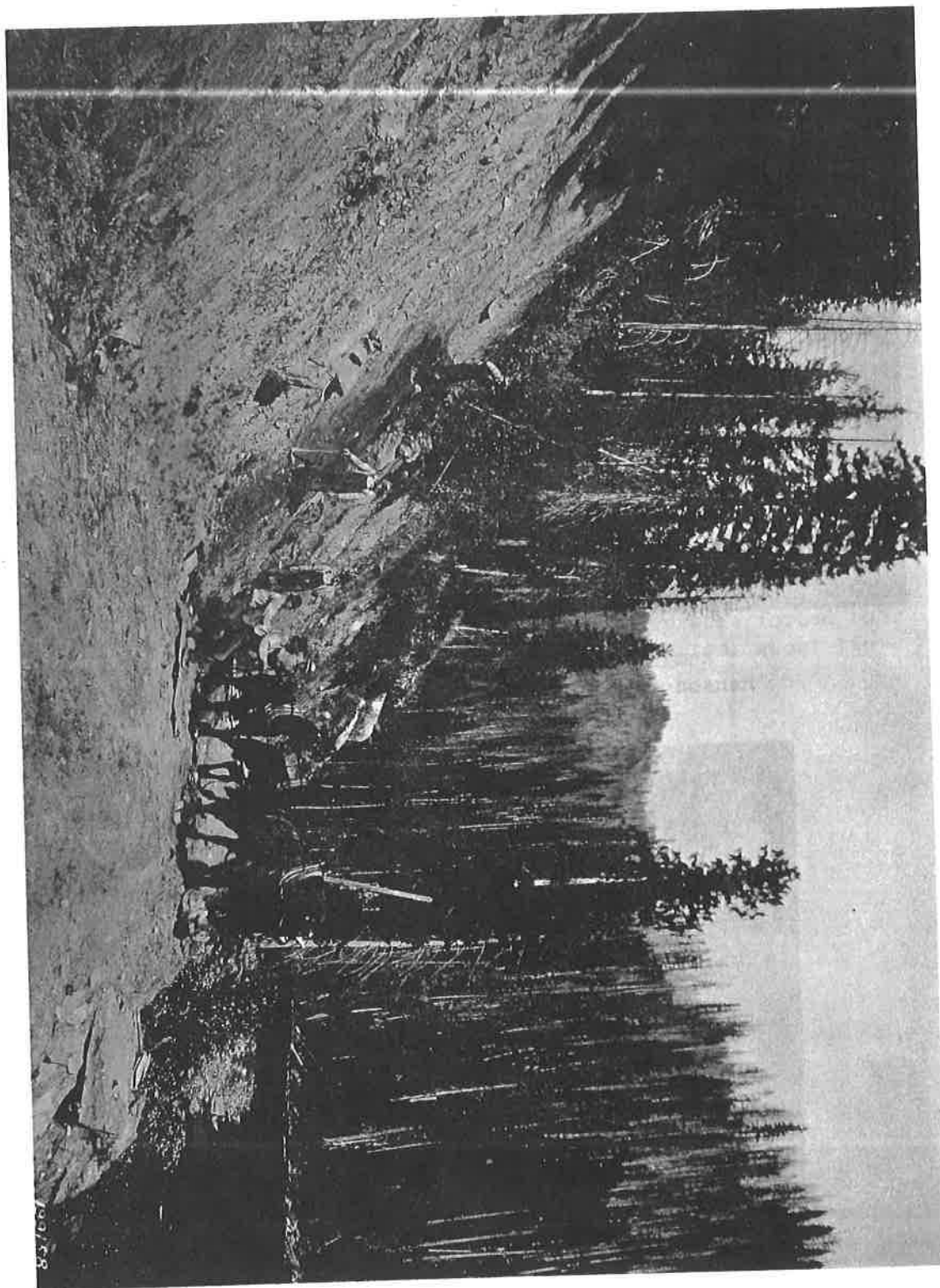
The wagon road built into Dixie in 1897, the year following Captain Guleke's successful first trip from Salmon City to Lewiston by boat, supposedly marked the close of the pioneer days. A wagon road was completed into the Hump Country from Grangeville in October 1900. A wagon road through Adams Camp up to Moore's Station was rough enough to require a four mule team. At the end of the road, the mules were made up into a short pack string.



Remington Ferry on Salmon near White Bird
Hanson photo - Courtesy Idaho Historical Society



Highway 95 south of Slate Creek
Courtesy St. Gertrude's Museum



Clearing a slide from Lochsa Road - 1925

The Selway River trail was begun in the winter of 1905-06 under the supervision of George Ring. Construction began on the Selway River road in 1923 and it was completed about 1925. The trail up the South Fork from Grangeville to Elk City was completed in 1909. The South Fork road was opened all the way to Elk City in 1932. The road to Castle Creek was finished about 1924.

When the Castle Creek road was being located in the winter of 1919-20, a tragedy occurred when J. B. Adamson, a B.P.R. engineer who had also located the Pierce-Bungalow Road, accidentally shot himself. He was scouting alone and, at the mouth of a small creek below Castle Creek, had apparently attempted to get a drink when his pistol fell from his holster, hit a rock, discharged and shot him in the stomach. Before he died, he left a note explaining what had happened.

The Snake River trail was started by Pittsburg District Ranger D. W. Arrison in 1915, from Pittsburg Landing, eventually going as far as Granite Creek. The original trail bypassed most of the bluffs by climbing up over them. Places such as Suicide Point, the Tight Squeeze, Willow Creek, and Bernard Creek were not completed until the late 1920's.

Ace Duncan was one of the blacksmiths on the "Tight Squeeze" job. The rock was so hard that some blacksmiths could not sharpen hand steel well enough to take it. Duncan said it took two men on a drilling crew--one to hold and turn the steel and one to strike it with an eight pound double jack. He said that by the time he had swung that sledge ten hours a day, he was ready for the "soogan." When Duncan was 81 years old, he completed a tunnel at Myers Creek for a water transmission project for George Wilson. He said he was getting too old, that after swinging that eight pound hammer for eight hours, he was "nearly bushed." Ace Duncan was a Forest Service blacksmith for several years, and is reputed to have been one of the best.

In timber, trail building also required a clearing crew, and men who could use an axe and saw were in great demand. "Misery whips," "Swede fiddles," and "Briars," as the saws were affectionately called, were well looked after. Few men could sharpen a saw so it would really cut. If it didn't rake out three-inch shavings, says "Ace" Barton, it was "dull as a hoe." Every axeman had his own axe, and it was as jealously guarded as his watch. Heaven help the fellow who borrowed someone else's axe and dulled it.

Leon Hurtt had the first Supervisor's Office travel car on the Nezperce about 1924-25, according to V. L. Collins. It was a Model-T pickup. Ranger Collins prepared the following for the Northern Region News in the late 30's, covering some of the transportation problems of the Forest, and other matters:

Transportation on the Nezperce - Then and Now

By V. L. Collins

During the past 6 or 7 years great changes have taken place on the transportation map of the Nezperce Forest. Roads have been built to approximately 30 regular lookout-fireman stations. Several emergency points have also been connected up to the road system. The additional speed made possible in hitting fires by car, as a result of roads to lookout points, is practically impossible to estimate as values go in dollars and cents. Up to the time truck trail construction began, the approximate mileage of usable roads on the Nezperce was in the neighborhood of 250 miles. The total of our roads today is approximately 715 miles and all of it is aiding and helping to cut down the elapsed time in hitting fires.

The additional area now accessible to sightseeing auto parties, berrypickers and others affords abundant possibilities inside as well as outside the Nezperce. Travelers today who want to go into the Nezperce Forest are able to penetrate deeply into almost any section except the upper portions of the Salmon and Selway drainages. Districts which were once heard of by the outside public--out here where civilization is supposed to begin--only through Forest officers and occasional miners, trappers and a few others, are now well known to many residents of Camas Prairie and the Lewiston locality. Sunday motor trips over truck trails and other roads and highways are quite the thing and are enjoyed by hundreds weekly.

Travel to Elk City before 1930 was over the old Elk City wagon road, at that time a somewhat rebuilt model of the old Nezperce Indian trail which terminated in the Bitterroot Valley. A trip to Elk City by stage in winter over the old road with a sleigh and two or four horses took two days with an overnight stop at Newsome House. Snowshoes for the horses were often used at the higher elevations. Passengers were treated to a continual spectacle of rugged mountain peaks draped in an overabundant blanket of snow. The entire picture was one vast expanse, glistening white, except where broken by forest-covered slopes not covered by snow. Keeping horses up and going was no job for an amateur "skinner." Occasionally a horse stepped off the 18-inch beaten track and failed to get back. What took place from then on proved the worth of a teamster as well as of each horse. The problem was to get the down horse up and at the same time keep the others on their feet. With only one horse down, the other three could drag it along by jerks with a

good probability of getting it up. Two down increased the difficulty somewhat. Three horses down out of four was very bad, but they never gave up until all four went down. It was then up to the teamster to get into the game and work the horses up, one at a time. The prospects of the passengers getting in to a late supper, if any, increased immediately.

During mining boom days in the Elk Basin at Orogrande, Buffalo Hump, and Dixie, as high as 80 teams were said to have put up at Elk City on the same night. The population of the town itself was variously estimated at from 3,000 to 5,000 people, with 2,000 more up and down Newsome Creek. A large portion was Chinese. The pay streak in the east was at its best about this time. Mining machinery was shipped to the end of the railroad and from there taken by team. The industry boomed along with its characteristic lack of any planning or efficiency. Numerous stampmills were installed. Some were operated then. Others have not turned a wheel since. Practically a complete mill was installed at the Wiseboy near 7,500 feet in elevation. It was to be electrically powered. Most material was hauled over the snow to a low pass between Buffalo Hump and North Pole mountains. Both peaks are over 8,000 feet in elevation. The machinery was taken down the west side of the divide to the Wiseboy and there it is today, motors, belting, wire, buildings and all.

When the boom ended, the bulk of the population scattered. The remnant, resourceful enough to make a living in the country, settled down gradually at whatever they could do, reluctant to believe the boom was over. Some were determined and have been long-lived enough to take part in the present boom which started in 1930.

Today the trip to Elk City from Grangeville can be made in about two hours' driving time. It is hardly necessary to go out of high gear. An auto stage makes daily trips to Elk City. Daily papers, fresh milk, vegetables, and even ice are delivered to Elk City, Golden, Fall Creek, and other stops along the South Fork. The State keeps a maintenance crew working practically yearlong and snow is removed during the winter. The number of people in this region today bears no resemblance to the original population estimates. Elk City is quite a busy little village with one fair hotel, three or four beer parlors, a couple of grocery stores, and several other establishments. Settlements have also sprung up at Orogrande, Golden, and Fall Creek. Dixie is a thriving headquarters for the numerous mines surrounding it.

Let's consider the handicaps and obstacles the oldtimers encountered: The oldtimer packed most of his provisions from the end of the road on his back, whipsawed his lumber or used timber; built roads and

trails up one side of the mountain, down the other--and used them; fought his way over many a weary mile on snowshoes or skis; built hundreds of miles of ditch for conveying water to his placer workings, and did it all for about \$20 an ounce for his gold. The present generation of miners hauls most of his supplies into the mine with a car, or finds another mine where he can; drives into the show at Grangeville on Saturday night or goes to the dance at Fall Creek or Elk City; takes few, if any, long snowshoe trips and whipsaws no lumber. If the road gets rough, the Forest Supervisor or County Commissioner is complained to, or a Senator written to. Present-day miners find life difficult enough with gold at \$35 per ounce and with the daily paper and baker's bread thrown in.

About the same time, the Northern Region News printed the following contribution by G. I. Porter, concerning mining and transportation in the Hump area:

Who Says?

By G. I. Porter

With all due respect to Earl McConnell as author of The Early Miner and His Transportation Problem in the October 21 issue of Northern Region News, I must take issue with him on his statement that Roy Headley knows more about the early transportation activities in the Buffalo Hump District than any other man in the Service. Yes, Roy drove a freight wagon over the old road, but the undersigned pulled the first freight into the Hump, freight which made possible the building of the road over which Roy herded his "sopeyes" more than a year later. Here's the story.

In the late winter of '98-'99 (about March), the "deal" on the "Big Buffalo" had reached the point where it became advisable to see what was under the ground. Incidentally, the contract price of this prospect was \$800,000, the biggest price ever paid for a 10-foot hole in the ground up to that time. Or probably since. And that price was PAID!

Walter Hovey Hill, a civil and mining engineer, now in Boise, was in charge of transportation at that time and wrote me at Elk City to manufacture some toboggans and hire men to freight supplies and tools into the Hump. About 30 men were to be employed in development work at the Hump and the road to the Old Badger Mine (now the Penman), 2 or 3 miles up the creek from the present site of Orogrande, and then another mile or two up the hill to the mine, was to be the base of the toboggan route. Supplies were freighted by sled to the Badger. Then the two-man toboggans came into play(?).

That was a rough sled track along the divide between Big Creek and Crooked River and down to Fish Lake nestling under the Hump Range. An 8-mile drag, two men to a toboggan with 200 or more pound loads, and, of course, snowshoes all the way.

From Fish Lake, it was backpack (again webs) straight up for thousands of feet, and six miles to the camp at Big Buffalo.

The night camp at Fish Lake, used as a swing-camp for sledders and packers from each end of the trail, was as comfortable as canvas, blankets, sourdough bread and beans could make it, and we had a good cook. Tents, buried in the snow, Sibley stoves, brush beds on the ground, seven or more in a bed where, if one wanted to turn over, everyone turned at the signal "flop." On colder (they were all cold) nights, watches kept the Sibley going.

Several of these men later made fortunes from the Buffalo Hump mines, but not one of these died with money--and they all died.

One of the toboggan crew didn't believe in pulling a sled. He was a Turk built like a concrete pier, name forgotten but called "Atlas", but he didn't mind. This behemoth would put three sacks of flour in his pack, eye it critically, put on another, then tie a caddy of "Star" or "Horseshoe" atop of all to hold it down, and stalk off as if he were just out for a nice stroll. He would loaf along with as much load as two of us had on a sled, rested standing up, and could beat us to the end of the trail if he wanted to. But he was a gentleman, and never let slip a word to show us up--doing as much as two men, a sled, and much picturesque and lurid English.

Grub and tools went in over this route for a month or more, when we put some horses on snowshoes until the snow trails broke up in the spring.

With the supplies "horsed" in thus, the Big Buffalo development was started, and work was continued on a large scale on this and other properties for several years.

Apropos of those oldtime transportation problems, a story comes to mind:

Nevada Jack was dogsledding the mail from Adams Camp to Callendar. The snow was yards and feet deep and one evening, after a heart-breaking day in the soft snow, he pulled into a mining camp still several miles from the end of his "star route." A Boston lady, wife of a resident engineer, appeared on her porch about 14 feet above the ground but on a level with the sled track, gazed tearfully upon and spoke sympathetically to the "poor dear little doggies," went back into the house and reappeared with a plate of doughnuts.

Jack watched (without particular evidenced sympathy) the disappearance of the exotic dainties and exploded, "Lady, I've come as far as these poor little doggies, they haven't had to break trail or herd me, and the coffee that should have gone with those sinkers wouldn't have poisoned me. MUSH, you so-and-so's!"

The Free Press of October 17, 1901, says, "Gardiner I. Porter, a merchant at Elk City was in town this week and informs us the old camp is propering nicely."

G. I. was a Ranger on the Nezperce from 1907 to 1912 and later a member of the Regional Office for many years. He passed away about 1957 after a lengthy retirement.

The thirties saw quite a few miles of road built by the CCC, including sections of the Montana Road. This road was opened from Red River to Montana in 1936. The road to Red River Hot Springs antedates this by several years. Constructed by joint subscription of Idaho County, area residents, and the Forest Service, it was completed in 1919. The Free Press for January 23, 1919 notes that, "Completion of this link makes it possible to travel from Grangeville to the resort by automobile in a day and a half." The hotel at the hot springs had been built in 1901 by Mr. and Mrs. Irad Meinert. Irad Meinert died in 1945 and the following year, his wife Emma sold their interest in the resort to William Jacobs of Lewiston. Operators since Jacobs have been Earl George (1952), the Thompsons (1961) and Don and Maxine Chambers of Reubens (1969--the present permittees).

Another sign of progress was the clearing of the landing strip at Moose Creek, which began in 1930. The first airplane landed on the Moose Creek strip on July 1, 1931. Being without roads, the Moose Creek District depends upon this air link for transportation, the only alternative being the Selway River Trail, which is considerably more time-consuming.

The early forties saw the end of the CCC camps and with them the end of any appreciable road construction except that done by operators in connection with timber sales. Some of these operator-built roads were of much higher standard than the so-called fire roads, and the first graveled surfaces began to show up.

Now and then a spur road to a heretofore trail chance lookout would be built, mainly by contributed time. In 1956 a new bridge was built at Lowell and another one across the Selway at the mouth of O'Hara Creek. Plans were in the making for timber access roads to be built into new areas with appropriated funds, but none were built prior to 1957. Since that time a number of these have been realized, among them Newsome Creek, Hungry Ridge, Pine Knob, Allison Creek and O'Hara Creek Roads, and the Red River Bridge.

Periodically, floods take their toll in road damage; Red River flooded in 1921. More recently, the Forest experienced widespread flooding in June 1964. More than four inches of rain fell between June 4-8, and nearly two inches fell on Friday, June 5. The South Fork Highway between Highway 13 and the Mount Idaho bridge received the worst damage, being washed out to the centerline in places. Many other creeks and rivers throughout the area caused damage, from Riggins to the Selway.



Riverboat "Prospector" - First power boat to go from Lewiston to Johnson Bar. Captain H. E. MacFarlane, pilot.
(Photo taken 1914)

"Ace" Barton says that a sternwheeler steamboat, "Norma," plied the Snake River from Weiser to Lewiston between 1893 and 1895, piloted by Captain Grey. E. G. MacFarlane was first mate. Ace's grandfather, Martin Hibbs, told him that "Norma" hit a rock somewhere about Kinney Creek and started leaking badly. They tied up at the mouth of Steamboat Creek (named for this incident) for repairs. Before the boat was repaired, her crew quit and walked out. Grey and MacFarlane recruited another crew and made it to Lewiston.

Captain MacFarlane stayed on the river around Lewiston and made the successful bid to carry mail and freight from Lewiston to Johnson Bar, 90 miles upstream. Either the "Clipper" or the "Prospector" was the first boat used on this run.

MacFarlane and Captain Stewart Winslow took the "Prospector" and Winslow's boat, the "Tillicum," to Johnson Bar in April 1912, headed for Huntington, Oregon. At Rush Creek Rapids, the passengers who had left the "Tillicum" at Johnson Bar helped tow "Prospector" over the rapids. After several attempts to run Granite Creek Rapids, they were forced to return to Johnson Bar.

There were several boats which made the weekly trip from Lewiston to Johnson Bar. The "Idaho" and "Chief Joseph" were the regulars for many years. MacFarlane hauled mail, freight and passengers on the river for many years in partnership with "Press" Browning, according to "Ace." In the late 1930's, MacFarlane retired and Kyle McGrady took the mail route. Others who ran the river were John Olney and Oliver McNabb. Dick Rivers presently carries the mail on the river in "The Idaho Queen."

The commercial fishing for sturgeon started a new era in boating on the Snake River. People from Lewiston to Weiser started catching these monsters for market. Mostly homemade boats were used, with outboard motors of assorted sizes. "A 22-horse motor was a big one at that time," says "Ace" Barton. The Olneys and the Earl brothers fished the river between Johnson Bar and Granite Creek.

The Snake and the Salmon Rivers loom large in Nezperce Forest recreation use at present, and the potential is even greater. A number of boats take tourists and sportsmen on the rivers. The Forest Service also uses the river for recreation management. Since 1963, the Payette and Nezperce Forests have cooperated in the Salmon River Management Plan, which has established campgrounds and signing on the Salmon River. Possibilities exist for a similar cooperative effort with Region Six on the Snake River.

GRAZING

The beginning of the cattle industry was practically contemporaneous with the beginning of agriculture. No farmer who saw the vast areas of grass-clad land and the sheltered Salmon River canyons and valleys which would furnish warm winter retreats, could fail to recognize the profit that surely must accrue from this business. In the spring of 1863, John M. Crooks and Aurora Shumway bought Lusk's station on Three Mile Creek. Later Shumway purchased the adjoining farm of John Carter. The two, under the firm name of Crooks and Shumway, brought in a thousand head of cattle from the neighborhood of The Dalles, Oregon, and became pioneer stockmen in what is now Idaho County.*

They were leaders in the industry throughout all the early days. However, others were not far behind them. Seth Jones was the second man to engage in cattle raising as a business, although a number of farmers on Camas Prairie and Salmon River undoubtedly had a few head from their first settlement. Jones' start consisted of 10 cows which he bought for \$60 each.*

It was the custom among those early cattlemen to drive their beef animals to the mining districts where they were sold for good prices, although beef was never high in proportion to other food. Among the leading cattlemen in the years prior to the outbreak of the Nez Perce War was Henry Elfers, who at one time had as many as 2,000 head. Other leading cattlemen were Seth Jones, James Baker, John Wood, Charles F. and Charles P. Cone, A. Berg, Getter and Orcutt, Hickey and McLee, John Doumecq, Victor Glatigny, J. M. Crooks, John and Dan MacPhearson, George Sears, Rice Bros., Ed Byrom, Charles Redman, and James Lambert.*

Their herds numbered between 300 and 1,600 head. The stock business never reached the size in North Idaho that it did in Harney County and in other parts of eastern Oregon where the larger herds ranged between 15,000 and 50,000 head. However, the quality of the stock was undoubtedly better. The cattle had marked strains of Durham and Devon in their blood but were somewhat mixed with Texas stock. It is said that 4-year old steers were known to dress out at weights as high as 1,100 pounds.

On July 20, 1885, the cattlemen of Idaho County met at Mt. Idaho, pursuant to call, and organized the Idaho County Stockgrowers Association. The objectives were stated to be, "to advance the interests of stockgrowers and dealers in livestock in said county and for the protection of same against frauds and swindlers and to prevent the stealing, taking or driving away horned cattle, sheep, or other livestock from the rightful owners thereof, and to enforce the stock laws of the Idaho Territory."

*The History of North Idaho

The first officers were:

President: Loyal P. Brown
Vice-President: John Coram
Secretary: F. A. Fenn
Treasurer: H. C. Johnson
Executive Committee: James Surridge, C. Overman, James Witt,
James McDermott, James Odle, and the
President.

The years from 1904-1907 saw the hottest of the strife between cattlemen and sheepmen. Cattlemen shot sheep, cut fences, and occasionally shot at sheepherders. Sheepmen reciprocated and occasionally rolled rocks down on cow camps. A sheepman named Myers who grazed a flock near Pittsburg Landing, after some provocation, shot two cowmen, wounding one and killing the other. After his arrest, he was lynched by an angry group of cowmen. In time, however, as men have a way of doing, both interests succeeded in ironing out their differences.

The present Bentz Bros. grazing permit dates back to 1906 in connection with the Bentz Ranch near White Bird. Other early grazing permits were:

1904:	Amos Carver	Henry Elfers	Elbert Rhett
	Deasy Bros.	Sam Large	"Indian" Moses
	W. H. Perry	Rice and Harness	John Sorenson
	Lyda Bros.	H. L. Taylor	Gabriel Elbing
	Edward Robie	W. A. Scott	Wm. Boufard
	Don Harras	J. B. Chamberlain	Hall and Delinadge
	S. S. Fenn	Fred Painter	Bert Henley .

Several of these are family names that still appear in the grazing records.

In 1912, Elbert Rhett, Rice and Harness, J. E. Long and J. O. Harsh were still among the permittees. Long was on the Coolwater and Harsh on the Upper Red River. In 1913 McCaffey Bros. showed up with cattle on Snake River. In 1915, O. W. Rhodes had a permit for 78 cattle on Rapid River. In 1917, Frank Wyatt had a permit for about 1,000 head of cattle and Holt and Rhodes had several hundred head on the Nezperce and Weiser. (That would be in the vicinity of Whitebird Ridge.) There was also a sheep outfit with about 4,500 head on the Hump range. (This could have been the Hagens from White Bird.)

The Cow Creek Stock Association dates back to November 17, 1919, when a Constitution and By-Laws were drawn up at Lucile. A Nezperce Forest Grazing Advisory Board was formed in October 1941, when the Idaho County Cattlemens Association at its annual meeting elected George Bentz, M. E. Sewell and Clark Gill of the Salmon River area,

Bert Decker of the prairie, and Nels Solberg of the Clearwater area to meet with the Forest Service. The purpose of this advisory board was to provide for better understanding and two-way communication between range users and Forest officials and to stimulate local interest and responsibility in better range management.

In 1915, a pamphlet describing the Nezperce listed an annual graze of 9,000 cattle and horses and 35,000 sheep. The largest number of cattle, 13,992 head, was permitted in 1919. The sheep numbers had reached a peak of 70,456 head in 1918. A 1921 grazing report showed 38,642 head of livestock.

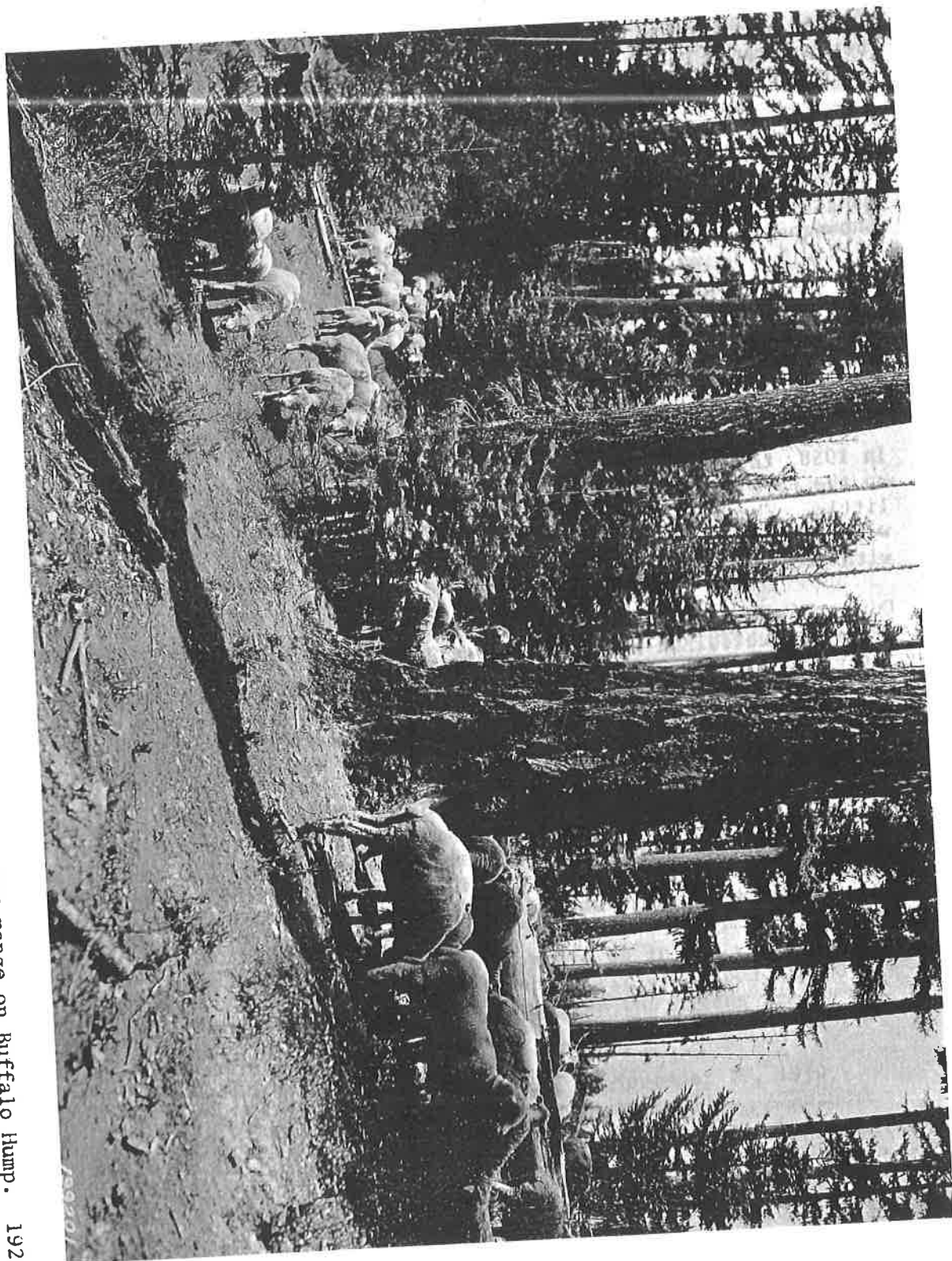
Charles McHarg, Supervisor of the Nezperce in 1917-18, reported quite a grazing business on the Forest when he came. He estimated that there was "unutilized range" for 60,000 sheep and "many" cattle. Lew Brundage of the Riggins District and Cash Hurst of the Riverside District were "real stockmen" according to McHarg, and having rangers like these on the staff eased the Supervisor's job considerably.

In 1958, there were 7,200 head of cattle and 7,500 sheep permitted on the Forest. Ten years later, in 1968, their numbers had changed little. There were 6,500 cattle and 9,500 sheep grazed that year, with an additional 800 head of livestock permitted in conjunction with recreation use.

During World War II, the number of sheep declined rapidly. It appears doubtful if sheep will ever again become a major factor in the grazing business on the Nezperce. It is evident that many forest ranges were badly overused in earlier years and it is an ever pressing problem to balance numbers with safe carrying capacities. Good progress has been made, but a number of problem areas remain.

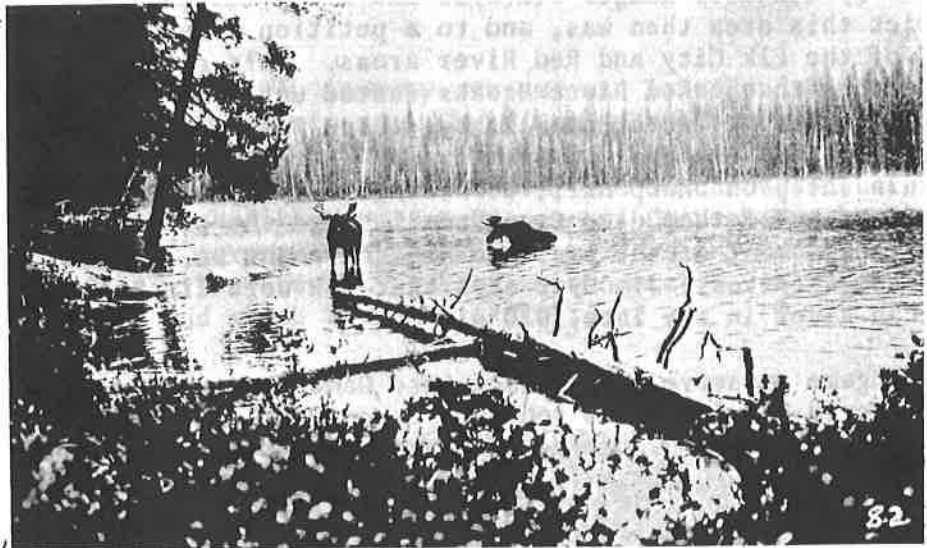
A big surprise to many is the number of cattle that graze in heavily timbered areas and come out fat. Aside from a few high alpine meadows, grass ranges are largely on the Salmon River and Slate Creek Districts; however, the number of stock that are permitted on the other districts are of considerable importance to the stockmen of the area.

Shading up on road to Adams Camp. Sheep are being driven to summer range on Buffalo Hump. 1926



WILDLIFE

Within the Forest boundaries are found such big game animals as elk, moose, mule deer, whitetail deer, bighorn sheep, mountain goat, and black bear. Within the Selway-Bitterroot Wilderness is found the largest elk herd in the United States. A large percentage of the hunters who pack into this area with commercial packers are successful in their endeavors to bag this big game prize.



*Leland Lewis says
Taken at Fish Lake - 1936
by Frank Leough
(has original)
Hayden Lake
Idaho*

- Moose in Wildhorse Lake - about 1920
Photo courtesy Jim Dyar

In 1946 Fred Johnson, Regional Wildlife Forester, reported that the Selway elk herd had become too large in certain areas of winter range along Bear Creek and Moose Creek. Overuse and trampling of small south-exposed slopes were resulting in damage to the loose granitic soils and deterioration of browse forage. He felt that hunting pressure was beginning to reduce the number of elk--the expected 1946 harvest would reduce the herd by twice the annual increment.

Most observers credit the increase in the elk population to the increase in food supply following the fires of 1910 and 1934. However, some feel this would tend to reduce the herd because these fires provided more open spaces to hunt in.

Another incident cannot be overlooked on this subject. In 1913 a team of mountain lion hunters, namely Clarence McCully and Matthews, from Kamiah outfitted and packed into the Moose Creek area where they bagged over 50 lions. The following winter they returned and brought out nearly 50 more hides. They had remained until the lions were so scarce that they could no longer make it pay. Other hunters made numerous kills of mountain lion on the South Fork River drainage. It appears that a kill of over 100 lions in a terrain which would give these predators every advantage, would certainly tend to increase the elk population.

In 1920 the Idaho Legislature established the Salmon Game Preserve in the Big Mallard, Bargamin, and Sabe Creek drainages, in response to efforts by Elk City Ranger Jim Dyar and his predecessors, in whose district this area then was, and to a petition signed in 1919 by residents of the Elk City and Red River areas. This game refuge and a smaller one in the Red River Breaks lasted until the late 1950's. At the same time they were established, there were a few small elk herds, a few deer and some goats in the area. There was also a large band of mountain sheep on Sheep Hill, according to Dyar, but in the winter of 1921-22, many of them died from "scabby" and the survivors vacated. The establishment of the preserve brought about an increase in the deer and elk herds. Jim Dyar says that elk were first sighted on the American River in the late 1920's.

Another game preserve, the "Black Lake Game Preserve," was established during World War I, in the southern Seven Devils area. This lasted until 1939 or 1940. In area, this preserve extended from south of Black Lake to Cow Creek on the Nezperce "Island Division."

The grizzlies seen by the Lewis and Clark expedition have long since taken the long, long trail. A grizzly bear was killed by Andy Lakey in the gulch south of Hailey Creek in 1906. The last one seen in the Hells Canyon country was killed at the head of Brush Creek by the Holbrook brothers in 1912, according to R. A. "Ace" Barton of the Salmon River District. Bald eagles also were common in the Snake River country. Like the grizzly bear before them, these large birds have decreased in number with the advent of civilization.

Few places in the northwest can boast of such large numbers and variety of game birds. On the slopes of the Salmon and Snake Rivers, can be found large populations of chukar and Hungarian partridge, and quail. Chukars were planted on the Snake River in the late 1940's. Rough grouse and blue grouse can be found throughout the Forest. The Idaho State Fish & Game Department has planted wild turkeys on the slopes of the Salmon River. Reeves pheasants were planted at Pittsburg Landing, but didn't "take."

Fishing cannot be excelled in variety and numbers in the rivers, lakes and streams of the Nezperce National Forest. Fishermen can easily catch a limit of smallmouth bass on the Snake River, as well as channel catfish, crappies, and a great variety of rough fish.

The Nezperce Forest area is famous for its steelhead trout and chinook salmon fishing and its highly productive streams and lakes for rainbow, cutthroat, and other species of game fish. Within the boundaries of this Forest, there are 1,368.4 miles of fishing streams and 1,294 acres of lakes, some of which are accessible by road, while many are available only to the individual who enjoys hiking and packing into remote areas.

Trout are planted regularly in many streams and lakes on the Forest by the Idaho Fish & Game Department. The first "plant" made in the Seven Devils area high lakes was packed in by Earl Hibbs in 1928. These cutthroat trout were put into Basin, Shelf, and Seven Devils Lakes. In 1939 and 1940, Josh Alkire, Clint Reeves and Clayton Butcher packed fingerling trout of several varieties from Silvers in to other Seven Devils area lakes. The Forest Service has cooperated with the State in furnishing men and stock to pack in fish.



Chukars were planted on the Snake River in the late 1940's.
Photo courtesy Idaho Fish & Game Department

"Ace" Barton recalls the last "pack-in" on the Salmon River District in 1956:

The fish arrived by Game Department truck at Seven Devils Station about 5 a.m. and we had the mules broken up into five short strings of two or three mules apiece. We went in all directions to the various lakes. Originally the fish were packed in 10-gallon cream cans with ice cakes floating in the water with them. Later a canvas bag was used with a snorkel affair to allow air to get in to the fish.

With the mules I had, I went to the Cannon Lakes and made it fine to Lower Cannon Lake and turned the trout loose. Upper Cannon Lake proved a different story. I got "logged up" and "rimmed up." The mule with the fish fell over against a tree squashing one of the fish bags, squirting water and fish many feet into the air. I ended up packing what fish were left on in to the lake on my back.

Nowadays, fish, like everyone else, go by air.

The white sturgeon, found in the Snake River, is the largest of the fish in Nezperce waters. Prior to the enactment of protective legislation, these fish were taken for commercial sale. "Ace" recalls that, "various enterprising souls ventured into the main Hells Canyon to fish for them with a 1/4-inch rope and enormous single hook with Lamprey for bait." The fish were butchered and packed out to Johnson Bar, where a boat took them down to Lewiston.

Improvement of habitat for migratory fish came in 1963 with the beginning of construction of the Selway Falls Fishway by the Idaho Fish & Game Department. The flood of June 1964 damaged the construction to some extent, but did not halt the project. Also in 1963, the Washington Water Power Company's dam on the South Fork was dynamited in the program to restore migratory fish to that drainage. The dam had been constructed in 1910 by the Grangeville Electric Light & Power Company to provide electricity to the Camas Prairie, and had been owned by the WWP since 1937.

FIRE

The fire having the widest repercussions for the area was one that occurred in August 1881 near Buffalo Hump. A settler accidentally got a patch of timber burning and, being all alone, he decided that the best way to attract attention and get help would be to set off a powder blast. The earth-shaking explosion and the leaping flames apparently brought him the assistance he wanted, but it probably attracted more attention than he had bargained for. In due course, the rumor had found its way into various newspapers throughout the West that there had been a volcanic eruption and an earthquake at Buffalo Hump.

Later fires, though perhaps less spectacular, were more destructive. The Idaho County Free Press in July 1886 reported fires on Craig Mountain, on both sides of the Salmon River, and on the South Fork about 20 miles from Grangeville. In August of 1889, the paper was reporting fires on Mt. Idaho, one only three miles south of Grangeville. At the same time, residents of Cottonwood and Keuterville were battling a blaze that extended north from Keuterville for eight or ten miles and was four to five miles wide. This fire was reported to have been deliberately set.

"The summer of 1889 was a very smoky one on Camas Prairie, owing to prevalence of forest fires to the southwest," according to a newspaper article dated September 27, 1889, which describes a serious fire near Mt. Idaho. Probably every year before and since has had its share of forest damage by fire.

Leiberg's report says:

From time immemorial the Indians had three trails from west to east across the region now embraced within the limits of the Bitterroot Reserve. Two of these trails were used for through travel between the Rocky Mountain regions and the Plains of the Columbia. These trails were what are now known as the Lolo and Nez Perce trails. The former was a northern route, the latter a southern. The third trail extended eastward to the summit of the Bitterroot Mountains and was used principally as a hunting trail. Its course was along the crest of the Lochsa-Selway divide, and, as it ran through the heart of the game region in the Clearwater basins, must have been very largely traveled. Most of the fires that can be traced to Indian occupancy appear to have originated along the lines of these trails.... It is difficult to state with absolute certainty the reason why Indians burned the forest. An educated Nez Perce, with whom I conversed regarding the matter, stated that forest fires were

never started through design, but might have accidentally spread from signal fires.... The probability is that many fires spread from their camps and others were purposely set to destroy the forest and encourage grass growth.

The fires kindled by white men have ravaged the forest areas of the reserve in thousands of places. They have not been confined to any particular locality. Early discoveries of placer diggings at Florence, Elk City, and Pierce had the effect of sending many prospectors to the most remote corners of the Clearwater basins, and wherever they went fires and blackened ruins of the forest were left behind to mark their trails and camps. That the responsibility for fires of modern date lies mostly with propsectors admits of no doubt.

Fires devastated considerable areas of the reserve during the later portion of July and August of the present year (1898) notwithstanding the rules and regulations promulgated by the Interior Department for their prevention. The heaviest and most widespread fires in Idaho were in the Selway Basin and in the Upper South Fork of Clearwater Basin around Elk City.... There were also many minor fires in scores of widely scattered localities. That these fires owed their origin to carelessness or design can hardly be doubted. The fires in the Selway Basin were by far the most serious and destructive. I cannot state the total of the areas actually burned over, as my party passed through the region ravaged by fires before their final extinguishment, but those seen by me reached an aggregate of over 20,000 acres. They burned without serious check until partially extinguished by rains in the beginning of September.

It was clearly evident that the regulations of the Interior Department were not being very generally observed. After the middle of August the roads and trails in the more accessible and generally traveled portions of the reserve were well posted with the department circular calling attention to the penalty provided for the setting of fires. In two days travel on the road from Clearwater Post Office to Elk City, six campfires were seen that had been left burning when the campers departed and were slowly eating their way into the adjacent forests.

The Bitterroot Reserve is a difficult region to patrol effectively. Especially in this case with the Idaho portion, where the country generally is extremely rugged and broken. A much larger force of Rangers than was stationed there last summer will be needed. Each one of the mining centers requires fully as many Rangers as were assigned to the entire Idaho portion, and a considerable number could be scattered through the interior areas to advantage. With the present trails it requires from 6 to 10 days of hard travel to cross the reserve in Idaho, rendering it quite impossible for

a party of Rangers patrolling the western sections to exercise at the same time a supervision over the regions at the head of the Lochsa and Selway basins. Each summer, as soon as the snow has disappeared sufficiently to allow travel, prospectors and hunters flock into the region. There can be little doubt that these classes are, in the main, responsible for the fires. A system of registration and license of all persons entering the reserve would accomplish far more toward abating the fire evil than a large force of Rangers could possibly do. The conditions of last summer were such that a score of careless or malicious persons could have fired the forest on the reserve in a thousand places, without the least chance or fear of detection and subsequent punishment.

The Idaho Bitterroot area about which Leiberg wrote included a portion of what is now the Salmon Forest, the Magruder District of the Bitterroot, the Powell District and a goodly portion of the present Clearwater, as well as a major portion of the Nezperce. Even with the present transportation facilities and smokejumpers, the control of fires in such an area would be a formidable task.

It is to be noted that nowhere does Leiberg mention lightning as a cause of fires while he places the entire blame on people. It is almost certain that lightning caused some of the damage.

The Free Press of September 2, 1898 reported that the Florence stage had been turned back by fire. A year later, there was a fire burning between Slate Creek and Boulder Creek on the Florence road.

1910

The year 1910 witnessed a fire season which in a blowup of only a couple of days' duration claimed the lives of more than 80 men in Region One. The Free Press reported fires near Elk City and fires on the Salmon River, uncontrolled. Gus Keating was badly burned while fighting fire on Van Ridge near Allison Creek--this fire burned 20,000 acres. Freeman was badly burned on a fire near Riggins. The Simmons brothers lost a large number of sheep in the Buffalo Hump district in the fires that year.

Adolph Weholt gives the following account of his experience during the 1910 fire season:

I was stationed at Elk Summit and was thankful that the Blodgett Pass Trail had been completed and that a telephone line had been put in to Elk Summit and Graves Peak by the Bitterroot Forest from Hamilton, Montana.

A sizeable fire had started on the ridge above Elbow Bend and it was too big for my protection men to handle. Word was received that a crew of men was coming in via Bear Creek and Upper Selway. I was to meet them at Moose Creek cabin. The 22-man crew was sent in without any special fire or place in mind. It was thought that I could make best use of the men, so my alternate, Lou Lisne, and I started out to meet them, camping that evening at Elbow Bend.

After dark the sky began to light up. Soon we could see huge flames advancing rapidly, still on the high ridges to the north of Moose Creek. It was only minutes until the flames were roaring down the slopes; it became almost as light as day. When the fire came down the Elbow Bend ridge, Lou and I moved our camp to the edge of Moose Creek.

The next morning I started out on foot to see about the men enroute. About three miles down the valley, I could see a bunch of men huddled on a gravel bar in Moose Creek. The packer had unloaded the pack string and pulled out.

Ed Thenon was in charge of the crew. He told me that the fire came so quickly that it burned out the cedars in just minutes; the trees crowned out even before the surface was burned. When it was evident that there were only minutes before the fire would be upon them, the men began to scatter. Thenon gave them orders to come with him, had each one grab a blanket, and all headed for Moose Creek. The heat became so intense the men had to completely submerge in the creek. With the soaked blanket over their heads, the men were able to bob up for a little air.

I accompanied the crew to Moose Creek cabin where the men rested prior to their return to Montana. I hiked back to Elbow Bend and met Lou. We then proceeded up Moose Creek trail and met a crew of men under John Sommers who came from the Beaverhead Forest via the new Blodgett Pass trail. We worked putting out a duff fire which was gradually creeping toward a magnificent stand of cedars. The duff was over a foot deep but we finally controlled the fire with a trench line.

Ray R. Fitting gives the following account:

It took a pack string of 15 to 20 packs to install a 25-30 man fire camp in the back country. The pack string was usually made up of available stock that could be picked up--some good and some not so good...at best it was difficult to get an outfit of this kind through the woods without an open trail. It was my purpose, therefore, to establish a route of travel in as short a time as possible....

I was pretty well satisfied with my accomplishment when I reached a point about one mile below the (Moose Creek) forks at 3:30 p.m. I figured I had plenty of time to complete the job.

About this time, the sky became completely overcast. The air was murky and close. The sun was just a red ball, with its rays obscured by smoke. In a few minutes it disappeared completely.... A gray, dense mass was closing in about me from every direction. This atmospheric condition looked like clouds, but I was sure it was not.... The gray pall was changing minute by minute, and darkness seemed to be not far in the offing....

I reached the creek bottom in perhaps half an hour and was disappointed in its size.... I decided to look the situation over downstream. In perhaps five minutes, I came to a point where the creek veered over to the side of the cedar flat against the toe of the slope on the north side of the canyon. The water ran directly along and under a seven or eight foot cliff or rock.... The creek was about two feet deep.... Trees falling against the cliff would not reach the ground, and the water supply was a little more adequate....

There apparently wasn't much wind blowing--and none in the canyon--but ashes, burned leaves and needles were falling everywhere.... Now I could hear a continuous low muffled roar, something like a distant rumbling of thunder. I decided it was a terrific wind storm high above me.

The sound increased steadily as the terrible conflagration approached. Before long, it was a distinct roar, like a great number of trains going every which way.... I almost believed that I could feel a vibration. The ashes and burned embers became thicker and a few pieces of bark and burned twigs began to shower around.... Burning embers sailed over me like shooting stars.... Soon the mountainside to the northeast of me was also on fire. The fire at the southwest... appeared to be rolling down the side hill right on top of me.... The small fires all around were burning briskly and getting bigger.... Huge cedars on the creek bottom began to burn. Flames were reaching clear across the bottom of the canyon, and above me the air was full of flying pieces of burning wood, limbs and bark.

It was getting scorching hot so I got into the water, lying down with my coattail pulled up over my head for protection.... I had to duck my head and coat pretty regularly.... The heat was intense and my coat or any part of my clothing would begin to steam as soon as it was above the surface of the stream.

This went on for perhaps an hour.... The air seemed to be holding out and I lost my fear of smothering...about this time dead fish began to float down the stream...! I thought that if the water up above had gotten hot enough to kill the fish, I didn't see how I had

much of a chance. The water was...about the way I like it in the bathtub, but my only thought was that the heat had killed the fish. I found out later that ashes...in the water had caused the death of the fish....

After an interminable time, there were signs of approaching dawn and the fire seemed to have pretty well burned itself out.... A dense smoke had settled and it was impossible to see more than a few hundred feet.... I knew it was going to be very difficult traveling, but decided it was better than inaction.... I was bewildered and confused as I tried to grasp the enormity of the catastrophe. Not a green leaf, not an unburned twig or any sign of wildlife was visible for approximately the first eight miles. I was wondering if the fire had reached East Moose Creek, and where our fire crews were....

I...arrived at the camp about ten o'clock. The men made up the most lamentable looking outfit one could imagine. They were squatted, sprawled and lying on a gravel bar which had been formed during flood stage of the creek.... I explained to the men that I had come to help them get back to the ranger station. There were 28 men in the crew and after a lot of coaxing, persuasion and some threatening, we got them all lined up on the trail.... Late in the evening, we reached the cabin and finally got the men fed and each fixed up with some kind of a bed.

George V. Ring said that the tragic fire season of 1910 brought official thinking to terms with fire and brought about prevention and suppression planning.

1919

Verne Collins has this to say about the 1919 season on the Elk City and Castle Creek Districts:

The Kirks Fork fire was the first to take off. There was some confusion about who was responsible for fighting fire in the Elk City township so no action was taken in early stages. The fire eventually spread through much of the area to French Gulch. Other fires broke out on the Castle Creek and Elk City Districts about the time Kirks Fork got to going good. On a day early in August, I had just had a big blowup on the Erickson Ridge fire up American River and got out where I could look around. Saw seven big mushrooms in sight at the same time on the two districts. Each looked about like a nuclear explosion.

On the 10th of June 1919, I was in a telephone camp on Anderson Butte in about 8 to 10 inches of new snow on the ground. On the 6th day of September in another camp on Sheep Hill winding up any further action on the Bargamin Creek fire in about the same amount of snow. The weather station at Elk City between those two dates has recorded .12 inch of moisture accumulated in several little sprinkles.

On August 29, 1919, Chas. Dunham lost 1,350 sheep in a forest fire near Adams Camp (Dome Hill). Two hundred and fifty were saved.

Fred Thieme made an inspection trip to the Nezperce about 1950 and, while there, related his experiences on fires in the Elk City and Upper Meadow Creek areas in 1919.

The writer (Albert Cochrell) was involved with fires on the Oxford District of the Clearwater that year and sometime about the middle of August, Jim Girard drifted in to assist. He had just come from the Nezperce and told about hiking a crew from Elk City to a fire somewhere in the vicinity of Salmon Mountain. Upon arrival at the fire, the IWW element of the crew demanded bonus hours, like 16 hours' pay for 12 hours' work, or no work. It was against the policy to grant such demands, so Jim said, "No." He told them he would hike back to Elk City with them as there was no use for him to stay at the fire alone, and he did. The pay scale that year was 25 cents an hour for common firefighters; foremen, cooks, and packers were paid by the day with a \$6.00 top.

While it did not happen on the Nezperce, this is a good place to relate Jim Girard's experience on August 19, 1919. He was hiking downriver from the Bungalow in the afternoon. In the vicinity of Cave Creek, he met a solid wall of fire coming upriver. It was not exactly a favorable place. He had little choice and made for the river. Time was short, but he wrote out a brief will on a page of his notebook, cached it under a rock near the edge, and took to the water. Jim spent some uncomfortable hours there before daylight the next morning, but he survived in good shape except for being hungry. He hiked back to the Bungalow, but everything there was burned, so he joined a few other stragglers and continued on to the Oxford, where he made no bones about being scared and believing that his time had come.

From available records, it would appear that 1919 was the "granddaddy" of all fire seasons on the Nezperce. Some 15 major fires burned an area of approximately 175,000 acres, a sizeable percentage of the Forest as it existed at that time. The Free Press for September 19, 1919 noted that forest fires in the Elk City District were posing a threat to mine improvements.

* * *



Lookout (L) and Geo. V. Ring at Pilot Knob
July 1914 - Photo courtesy St. Gertrude's



Jack Mountain Lookout - August 1968

Lookout cabins were preceded by tents and, in some instances, lookout trees. Chair Point, on the Salmon River District, is shown as having a lookout tree on a 1920 map. Many lookouts were manned by local citizens who knew the country well enough that they could pinpoint a fire for the ranger without a map.

The late John Patterson of Riggins recalled for "Ace" Barton being stationed on Graves Point previous to the construction of a lookout cabin in 1924. The observation post was a tree, and a cellar had been built into the hillside on the Johnson Creek side for storage of provisions.

As "Ace" tells it:

Sometime during the summer, a "ring-tailed dandy" of a thunderstorm came up and he quit the point, retired to the cellar only to find it occupied by two rattlesnakes. He said he would look at the lightning popping all around him, then look at the snakes. He finally said, "the hell with it," and went down in the jungle at the head of Johnson Creek until the storm blew over.

While all lookouts may not have this problematical, they were not without their peculiar difficulties. "Ace" recalls the season of 1942 spent in a tent lookout on John Day Mountain. Whenever there was a gale, he says, it blew the tent down.

The tower was a white bark pine with the top cut out and a platform of poles built on the upper limbs. The fire finder was a bread board nailed on a pole in the middle of the platform. The map was tacked onto the board. It had a large azimuth circle printed on the map. The alidade was a straight piece of brass with a sight on each end of it. You put one side of the alidade across the center of the map and lined everything up and hoped for the best as you jotted down the azimuth reading. This was known as the "Koch" fire finder.

The bears and porcupines invaded the tent nearly every night and packed off the bacon and flour. John Chamberlain, Jr., the alternate, sent me up a cat with Bill Williams to cope with the squirrels and mice. Somewhere up under Chair Point, the cat got loose and Bill spent hours getting him out of a pine tree. Bill wouldn't hardly speak to me when he finally arrived at John Day with the cat.

Of all the cats that are around, this one turned out to be a vegetarian and wouldn't pay any attention to the squirrels and mice. In fact, he had a ball frolicking with them.

"I can," he concludes, "appreciate what some of the old timers went through."

After WWI, the growth of air travel began to have implications for fire detection. Leon C. Hurtt, in his October 1955 recollections of Early Days in the Forest Service, recalls that:

"...in September of 1924 or '25, Fire Chief Howard Flint sent the obsolete old DeHaviland plane to Grangeville to take the Nezperce and Selway staffs up to test us on locating fires from a plane. I made the first hop without incident to Red River and back in about an hour's flying time, a trip that usually took two days by truck.... Brandenburg's hop circled out over the Seven Devils to frighten and scatter widely a bunch of Hibb's fat steers.... On Clyde Blake's trip, the pilot treated him to a surprise loop-the-loop over Grangeville. Clyde was a little green around the gills when they landed."

This had major portent for the future, but pack strings were the chief conveyance for supplies for the time being. According to Clayton S. Crocker, in 1929 initial steps were taken toward pack stock reserves by the hiring of several strings of extra stock late in June to supplement the 200 regular Government pack mules already on the Forest. Due to severe conditions which developed early in July, this proved to be a grossly inadequate reserve. Before August 1, the entire "Inland Empire" had been scoured for pack outfits and all the usable ones were lined up. But they became available after the need had developed and were unshod, poorly equipped or unequipped, half-broken and unorganized.

Early in 1930, some grazing permits on the Coolwater-Roundtop Ridge were cancelled, corrals and drift fences were built, and several pack strings, shod, organized and equipped, were placed in "cold storage" there. At first there were no more than a half-dozen outfits, but these were of the best. The Forest Service shod and equipped these pack strings and kept a reserve of good packers. There was no road between Pete King and Coolwater, so a trail was cut out straight down Kerr Creek Ridge and the old driveway was opened. This provided two quick routes to the Pete King fire caches. And how the dust boiled as those mules bucked down those thirty degree grades!

Even this fell short of requirements, so through the years 1931-1934, more pasture was fenced and more corrals were built. The Remount increased to three hundred head of stock and Art Spivey was placed in charge, with an assist from Lawrence Howard. With their knowledge and good standing with stockmen and packers of the "Inland Empire," they were able to contract for pack strings and individual animals in the spring. These began arriving in late June or early July, trailed in on a staggered schedule according to need. As they arrived, they were shod, organized into strings, and scheduled for training. Pasture management was placed on an approved rotation basis, strings

were carefully organized and practice drills were regular. All packers were experienced and this standby outfit was perhaps the strongest and most efficient pack train organization the Forest Service has had.

In spite of its scope, it proved insufficient in numbers for three of the five years of its existence. Even so, there are thousands of acres of green timber on the Selway which, except for the service the Remount provided, would now look like the lower Lochsa.

In 1929, the Bald Mountain fire above Lochsa Station burned 30,000 acres. It lasted 40 days and required the use of 400 head of stock. In September of 1931, the Clear Creek fire started about noon and by midnight of the same day it was 13,000 acres in size.



Fire crew going to work on Bald Mt. Fire, Selway N.F. 1929

Firefighting - Moccasin Point Fire - 1968



1934

Of course, 1934 may not be ignored when that portion of the Selway that later came to the Nezperce is considered. The Pete King fire was started by lightning in July in what is now part of the Clearwater Forest and burned over a major portion of the lower Lochsa and Selway River drainages. It was never completely controlled until fall rains came to aid the weary men at a task that had proved to be too big for them during the weeks of severe burning conditions. At its height, roughly 5,000 men, mostly CCC boys, were on the lines, and overhead was drawn from other forests, other regions, even from the Washington Office, to help plan the action and direct the line crews.

There were also fires on Meadow Creek and Martin Creek that season, but these were overrun by the Pete King fire. There is a special report in the Forest files on the Pete King fire which is suggested reading for those interested in the details of what can and did happen during a major conflagration. The title of this report is "A History of the Pete King, McLendon Butte and Eighteen Other Selway Forest Fires, 1934," by C. B. Sutliff, Regional Fire Inspector. Especially stressed by the Board of Review of these fires was the need for accurate fire weather forecasts, since the dry lightning storm that started these fires was not predicted.

* * *

The first actual use of smokejumpers on a fire was July 12, 1940, by Earl Cooley of Hamilton, Montana (now Superintendent of the entire smokejumper program in Region One), and Rufus Robinson of Kooskia, on Martin Creek in the Nezperce. Fred Reimler was a member of the ground party and gear-retrieving crew. This historic event marked the beginning of a major change in the fire suppression work in the back country areas of the Forest. Instead of a smokechaser walking miles and arriving more or less worn out, the jumpers arrive fresh and eager to get the fire out, so they can return to home base to be ready for the next call. Jumpers were again used on the Nezperce and Bitterroot in September 1942 on a local concentration of lightning fires. Since that time, their use has increased. On the Meadow Creek fire on the Red River District in July 1945, 32 smokejumpers from the Missoula Base were used, and in addition, 52 Negro paratroopers from their Pendleton base, and a number of German internees and Mexican nationals. In 1951, a sub-base for jumpers was established in Grangeville, making them more readily available and saving valuable time.

"Forest Fires in the Northern Rocky Mountains," by J. S. Barrows shows that for the 15-year period 1931 to 1945, the Nezperce ranks second for the highest fire occurrence per million acres. Her next door

neighbor, the Clearwater, is first. The Nezperce had the largest average annual percentage burned per million acres during the 1931-45 period--0.76 percent. Lightning is by far the greatest fire starter, in spite of what Leiberg wrote about guilt of people.

For those years when complete records are available, 1967 had the greatest number of fires, 386, replacing 1961 as the record year, when 332 fires occurred. In 1940 there were 331 fires, which should perhaps be considered a separate record, since the Nezperce was about 200,000 acres smaller then. Moose Creek District has been added and part of the Lochsa area has been given to the Clearwater.

The season of 1948 was somewhat a freak; smokejumpers had to step lively if they wanted to get to a fire before it was rained out. Only 22 blazes occurred that year, an alltime low. 1964 was another slow season with only 58 fires breaking out, to burn 27 acres. 1969 was almost as slow. Five hundred fifteen acres were burned by only 85 fires, although Riggins recorded the highest buildup index since the present system was instituted in 1963. The severe burning conditions and absence of lightning storms amounted to a charmed life for the Nezperce this season.

1962 marked the establishment of an Interregional ("Hotshot") fire crew on the Slate Creek District at Adams. This was the second such crew to be set up in Region One, the first being that on the Lolo, established in 1961. With the exception of 1966, the I-R crew has been on the Slate Creek District every year since their beginning. In 1966, they were on the Flathead National Forest.

During the 1963 season, a group of smokejumpers was making a jumping run near Elk City in the Ford Tri-Motor, when a motor fell off the old plane and the propeller went through the fuselage between the pilot and the jumpers. The jumpers did what they are trained to do-- they jumped, and the pilot landed the crippled Ford at Elk City. Happily, no one was hurt.

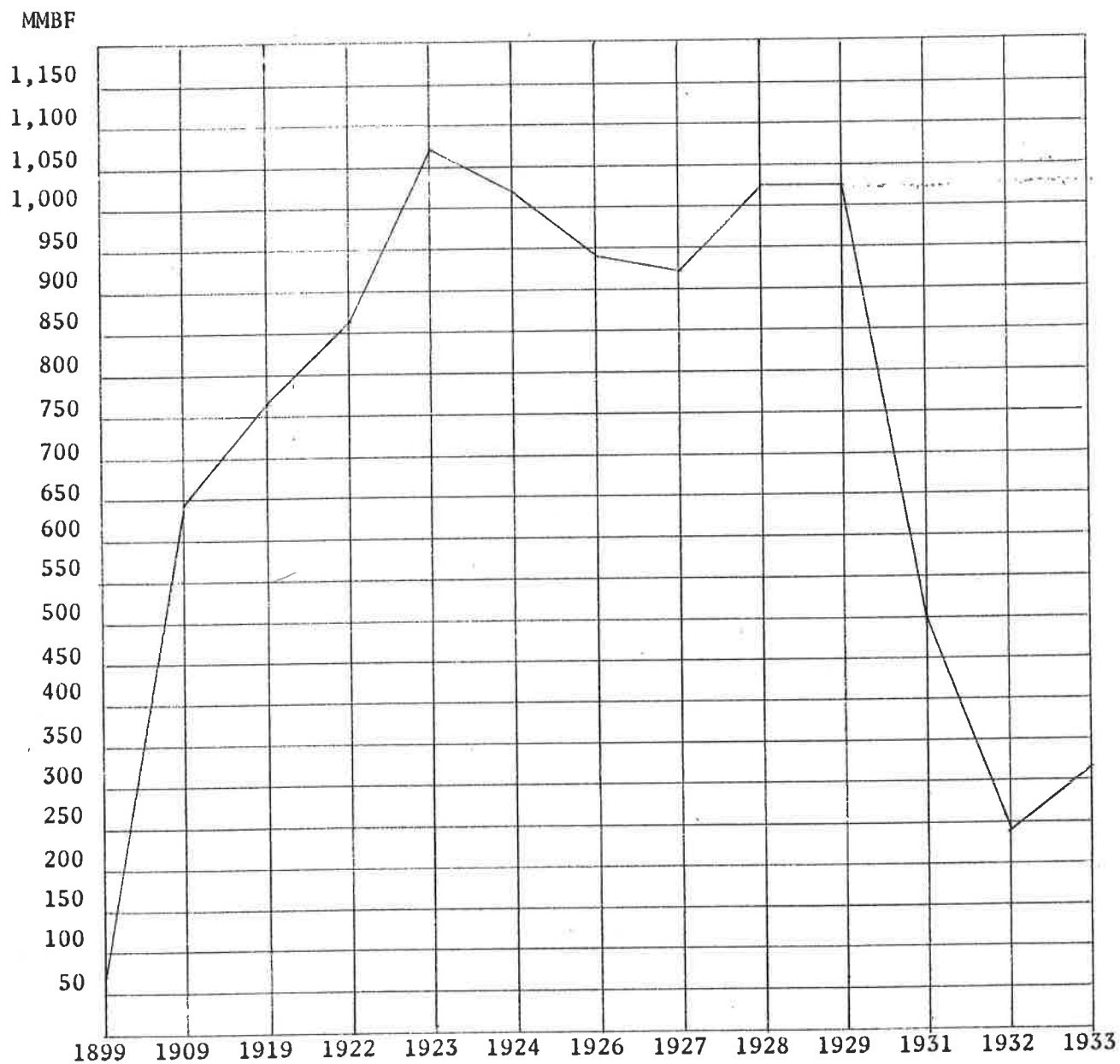
Some of the major fires that have occurred in later years were:

<u>Name</u>	<u>Year</u>	<u>Acres Burned</u>
Kelley Creek	1939	17,007
Little Mallard Creek	1940	6,300
Wild Horse Lakes	1945	4,800
Johnson Bar	1960	5,719
Kelly Mountain	1961	7,000
Cotter Bar	1967	7,120

Considered to be the worst fire season for the Nezperce since that of 1934 was 1967. The 386 fires of the season burned a total of 17,114 acres. Seven of these fires were of project size. Better trained firefighters and overhead, with coordinated air operations, accomplished the 1967 fire suppression job for about 40 percent less cost than the comparable 1961 fire season.

No two fire seasons are ever exactly alike, nor do statistics always accurately reflect the severity. Any time there is a string of hot, dry, low-humidity days, the tenseness builds up in the organization and things get serious, regardless of how many fires do occur or how big they get. There are very few seasons that aren't tough; even one fire can often mean the difference between a good and a bad season.

State of Idaho Lumber Production, 1899-1933
(USDA Yearbook of Agriculture 1925, 1935)



Timber cut on Northern Idaho National Forests (Region One), 1966:

Sawlogs - 558,526 MBF
Pulpwood - 7,403 MBF
Total Cut - 580,358 MBF

TIMBER

An early resident of Florence, Judge Poe, says: "Evidence of fires was visible in many places and there were other extensive areas in which the trees were dead but did not bear any marks of fire. The most probable theory is that some time a season of unusual severity had killed the tree roots." (More likely "bugs.")

According to The History of North Idaho:

July 1-2, 1894, were remarkably sultry and on the evening of the second, a southwest wind sprang up, ceasing about midnight. The next day at noon, another wind started blowing from the same quarter, a hot wind the like of which had never before been known in the experience of the oldest residents of the country or the Indians. Its velocity reached 76 miles per hour and averaged 56 miles per hour for four consecutive hours. The Salmon River rose 30 inches in 24 hours. Timber in the mountains was blown down in great quantities.

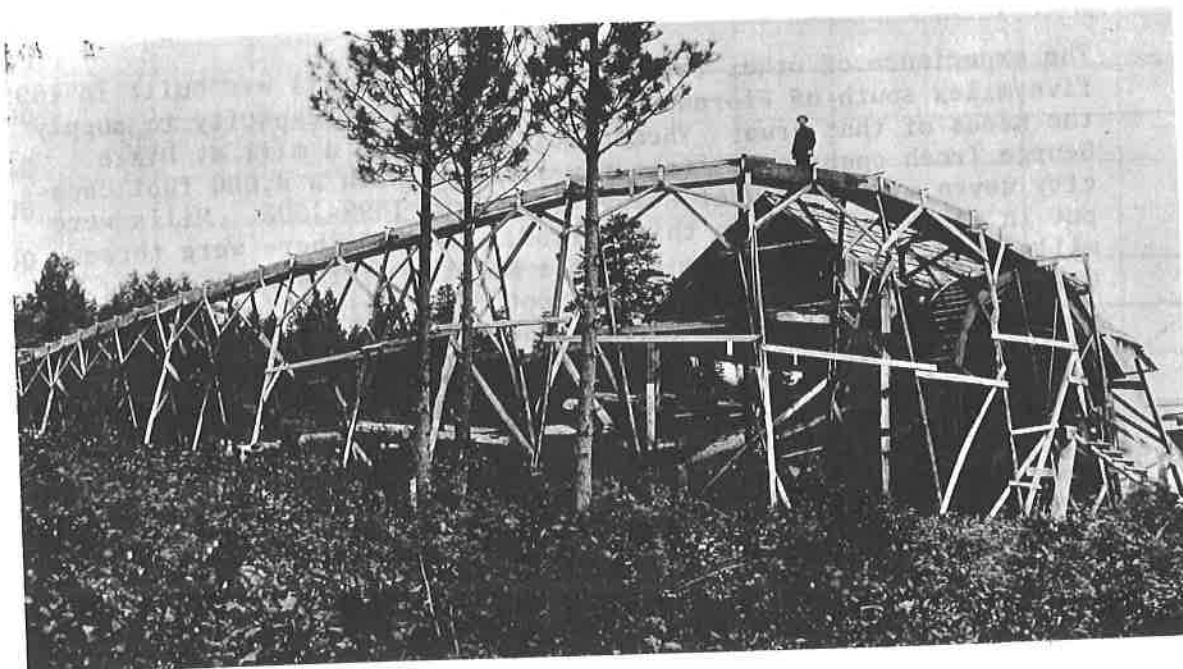
Timber was used wherever and whenever needed by the miners and settlers. In the Elk City area the sawmills appeared soon after the miners, to supply lumber for mining and building. A mill built there in 1863 had the capacity to cut 2-3,000 feet per day. By the turn of the century, there were six or seven small mills in the Elk City area, in response to the demands of the second mining boom.

The experience of other towns was similar. A mill was built in 1895 five miles south of Florence with a 15,000-foot capacity to supply the needs of that area. Thomas Bollman set up a mill at Dixie. George Troeh operated a steam-powered mill with a 9,000 foot capacity seven miles south of Grangeville from 1899-1908. Mills were put in at Keuterville in this period. In 1938 there were three mills operating there. In 1897 the McEntee mill was operating on Crooked River. In 1904 a 10,000 foot capacity mill was operating on Race Creek near Goff. S.O. Fischer put in a mill at Harpster in 1901. One of Stites' early businesses was a lumber yard.

After the creation of the Forest, there may have been some minor restrictions on timber cutting, but the need for timber was not great. The total amount of national forest timber used was relatively small until 1944. In 1944, Potlatch Forests, Inc. started cutting on the first major sale, which had been made just the year previous in the Meadow Creek drainage. Logs cut in McComas Meadows were shipped by Stites, by rail, up to 27 cars per day. By 1946, 75 million board feet were taken to Lewiston from the Meadow Creek area by Potlatch.



Small sawmill in Lawyer's Canyon west of Ferdinand, 1912.
Old Twilegar Mill - later Aschenbrenner's. (Courtesy St.
Gertrude's Museum)



Flume of the Charles Brown water-powered sawmill
two miles south of Grangeville
(Hanson photo - Courtesy Idaho Historical Society)

During World War II, a sawmill was set up in Riggins by Jensen and Sons. Timber on Kessler Creek was sold in 1944, the first sale on the Salmon River District. The sawmill burned in 1946, but Roscoe Cahoon, Charles Lewis, Jim Henry and John Brennen rebuilt. The present mill at Riggins was purchased by Warren Brown in 1965. Following the war, mills were built at White Bird and Slate Creek. Jerry McCatron owned and operated the mill at Slate Creek for a number of years.

WWII demands for timber were great and did not diminish much during the years following. Sales in the Cove, Fish Creek, Whitebird Ridge, Berg Mountain, Clear Creek, Pete King Creek and even in the Elk City area soon followed. During the 1944-56 period, over one-half billion feet of timber was cut on the Forest.

Price of Stumpage per MBF by Species

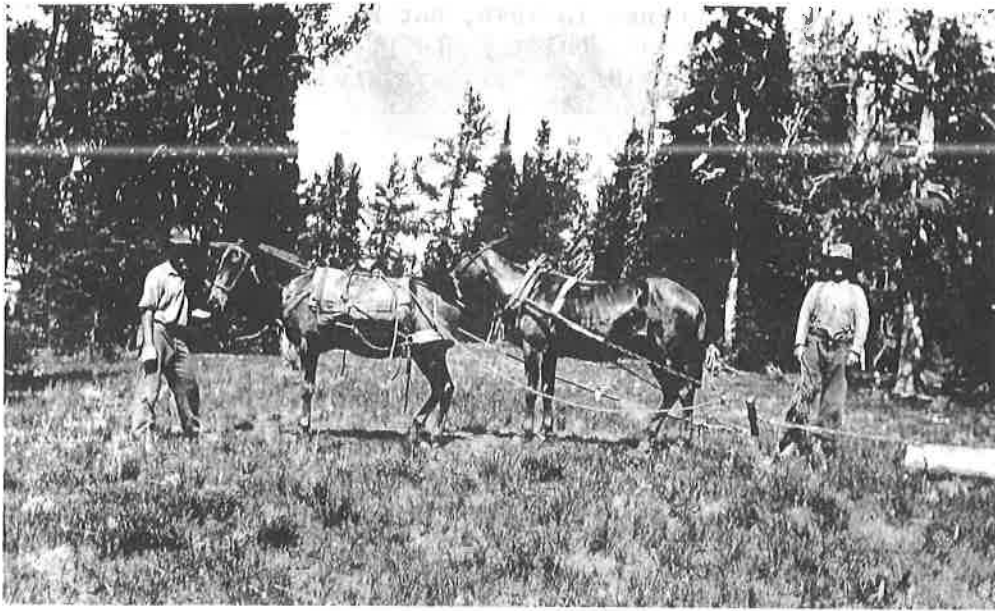
	<u>PP</u>	<u>DF</u>	<u>True Firs</u>	<u>S</u>	<u>Cedar</u>	<u>WP</u>
1928	2.82	1.51	1.96	1.01	1.00	7.83
1933	2.09	.70	1.00	1.00	1.00	6.72
1969	18.56	28.33	30.06	17.02	32.18	37.66

1928, 1933 figures are average for State of Idaho.

1969 figures are average for Fiscal Year 1969 for Nezperce National Forest.

It is interesting to note that the reports by Leiberg in 1900 and R. E. Benedict in 1904 show for the approximate area now within the Nezperce about 6 billion feet of timber without giving white fir much volume. Present estimates differ little with a total of 9 billion feet when the white fir is included. The destruction of timber by fire, cutting, insects and disease has been amply compensated by new growth.

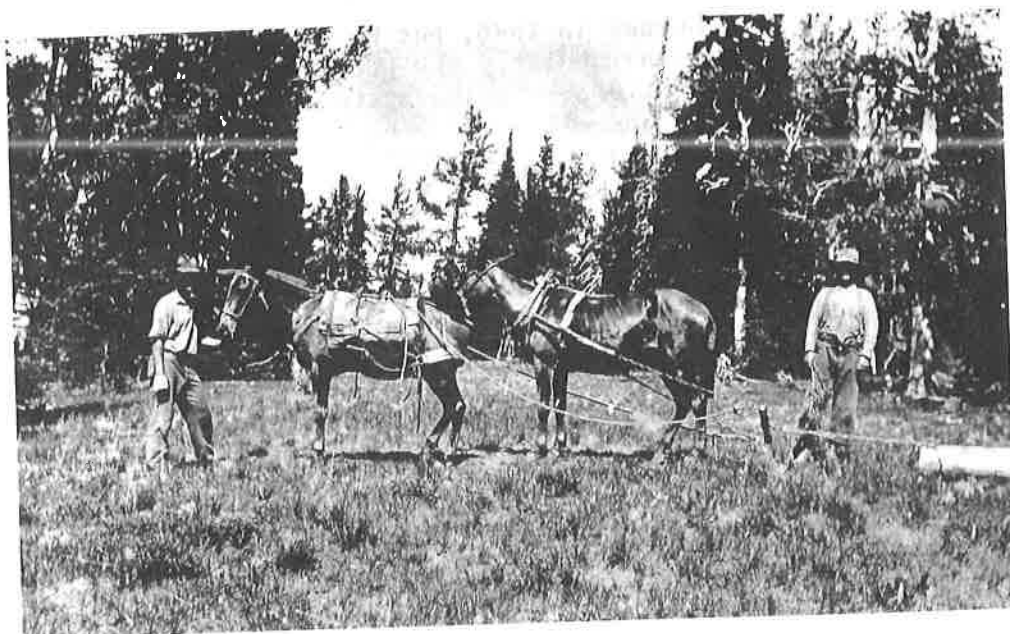
A preliminary management plan constructed in the early fifties showed an allowable annual cut for the Forest to be about 125 million board feet, including all Forest products. Present plans recommend an annual cut of 100 million board feet of green sawtimber, with a total forest products allowable harvest of 164 million board feet annually. The first sale of pulp wood from the Nezperce was made in 1968 and the future should see a gradual expansion of this market. Among the Northern Region forests, the Nezperce ranks near mid-point in timber production.



Government logging crew, Jesse McPherson, J. E. Loitved
Highline Lookout - 1920's



Skidding by Skagit Skyline method - 1960's



Government logging crew, Jesse McPherson, J. E. Loitved
Highline Lookout - 1920's



Skidding by Skagit Skyline method - 1960's

CCC AND JOB CORPS

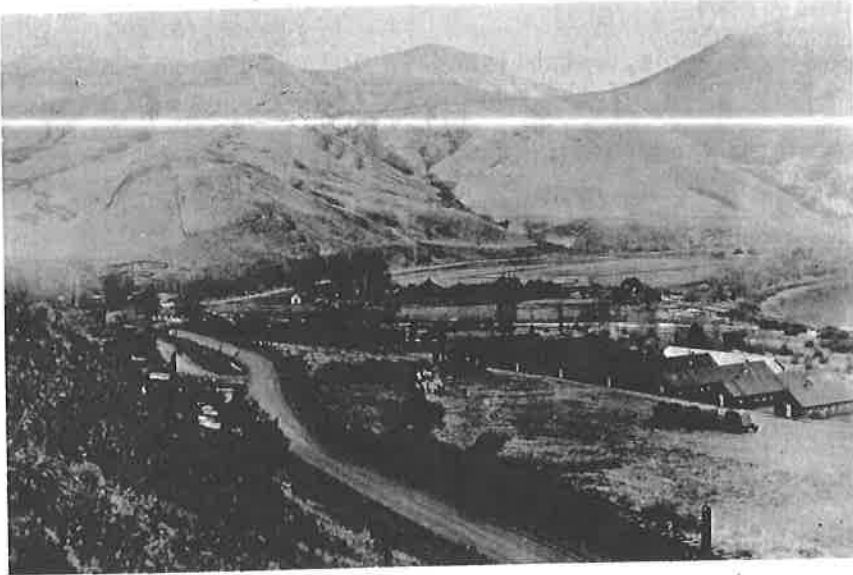
The Civilian Conservation Corps, established in 1933 by President Franklin D. Roosevelt, was one of the many agencies designed to offset the effects of the depression. Many cynics viewed the experiment as just another waste of public funds and called it an organization of "leaf-rakers." There were millions of unemployed in the nation and this included skilled and unskilled alike. Jobs were scarce and the CCC was created as a relief valve. High school graduates and college students were included among their ranks.

Under this program, the Government put more than 250,000 men and boys to work, many of whom had never held regular jobs before. Although civilian in purpose, the CCC was military in organization. Camps were organized into company units of about 200 men each. Young men between the ages of 18 and 25 were enlisted, a majority of whom came from the cities and included boys completely unskilled in the use of basic tools. The Corps concentrated on conservation and no trades were taught as such, but corpsmen did learn much about forestry, soil, woodcraft, construction, and a number of basic labor skills. They improved fire prevention facilities, combatted soil erosion and tree pests, and improved forest conditions in other ways. Eighty per cent of the work was planned and supervised by the Forest Service.

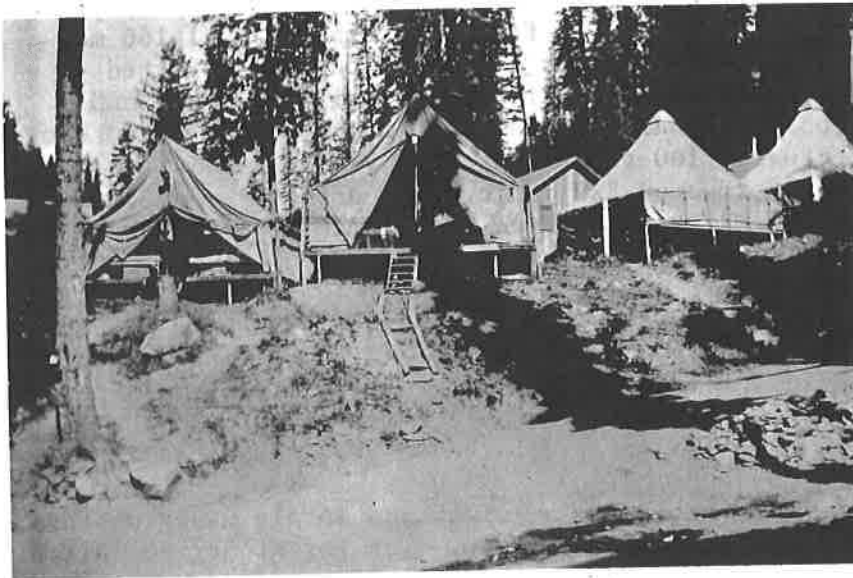
Between April 5, 1933 and March 31, 1934, Forest Service CCC camps in Idaho contributed 28,750 man-days of fire suppression and 1,166 man-days of fire presuppression work. In addition, they constructed 48 miles of firebreak and 15 lookouts, cleared 427 miles of road and trail, worked on 2,683 fire hazard reduction projects, built two erosion control dams, cleared 100 square yards of river bank in flood control projects, reconstructed 220 cubic yards of levees and excavated 10 cubic yards of earth in channel enlargement. The average number of camps in Idaho during this period was 51.

Each man in the CCC was paid \$30 per month, unless he became a Leader or Assistant Leader, in which case he earned \$45 and \$36 per month, respectively. Food was provided on a 36 cent allowance per man per day. This provided fresh meat two or three times a week and the basic for any program even remotely related to the Army--beans.

The Army furnished medical, mental, physical and morale needs of the men while off work, and the corpsmen's pay. The Forest Service hired the camp superintendent, foremen, machine operators and any other experienced men needed. These men had no connection with the CCC other than working the men turned over to them daily. They ate at the camp mess and paid for the privilege. They furnished their own clothing. The Forest Service furnished, in addition to a job, the bedding, maps, a compass and fire rations.

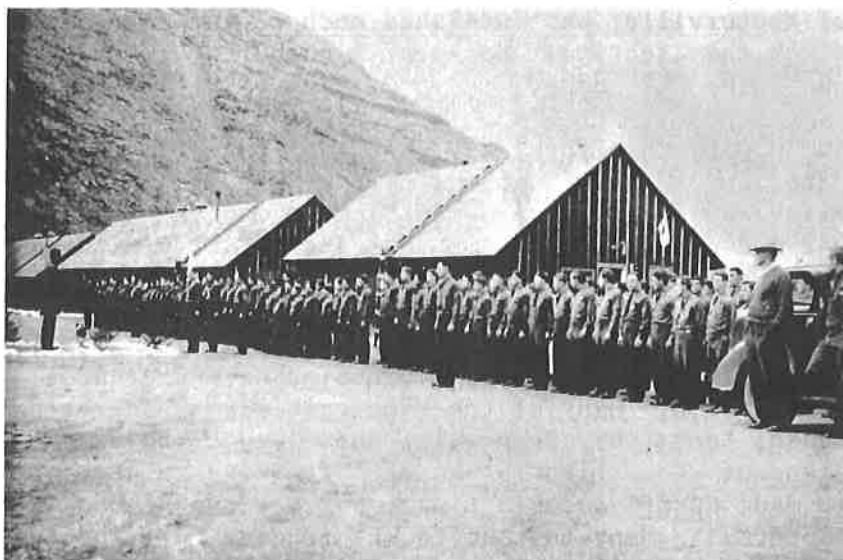


Slate Creek CCC Camp 1939 - Built in 1933
Photo by C. J. Poxleitner



Glover Creek CCC Camp 1935
Photo by Poxleitner

Each camp had an educational advisor whose job was to ferret out the educational needs and interests of the corpsmen and then to try to find enough individuals among the enrollees and Forest Service people who knew enough about something to share it with those interested. In this way, the classes were made up and educational needs attended to. It was not impossible for some to attend class one hour and teach a different subject the next. No degrees were granted, but what knowledge there was, was effectively pooled and shared.



"Retreat" at Camp Pollock, 2 miles south of Riggins
 Photo by C. J. Poxleitner
 Courtesy St. Gertrude's Museum

On the Nezperce, there were camps at Glover Creek (a spike camp of O'Hara), O'Hara Creek, Meadow Creek, Red River (at French Glen), Santiam Creek, Slate Creek, Riggins (Camp Pollock), and French Creek (on the Idaho Forest--now the Payette). CCC labor helped construct steel bridges at Mill Creek, Crooked River, American River, Selway Falls, Swiftwater Creek, and Meadow Creek. Roy Phillips, while Nezperce Supervisor, "in 1934, with ERA and NIRA crews and one CC camp, constructed 200 miles of forest protection roads," as he recollects in Early Days of the Forest Service, Vol. 2. The Glover Creek camp built roads on Fog Mountain and Indian Hill, and the French Creek Camp built the Salmon River road through Burgdorf to the McCall-Warren road in 1935, according to Sister Alfreda in Pioneer Days in Idaho County. The cable bridge four miles below French Creek was refloored

by this camp in 1940. CCC Co. 570 reported from Camp Red River in the "Co. 570 Times," June 14, 1936, that they were surfacing the Elk City-Red River Road and that the Big Mallard Road project was under way. A 35-man spike camp was established on Trapper Creek 12 miles from Camp Red River. Twenty-five men had been assigned from this camp to various ranger stations on the Nezperce. Forestry officials assigned to the camp at Red River were P. E. Woodruff, Chief Foreman; B. McConnell, Senior Foreman; and A. W. Foskett, Road Locator.

In October 1936, Co. 570 moved to Camp Pollock at Riggins to assume road projects on Squaw Creek and Bean Creek. Forestry officials here were A. W. Foskett, Chief Foreman; B. McConnell, Senior Foreman; H. A. Heron, Road Locator; and R. Maurer, Mechanic. At this same period, Co. 4783 was located at Slate Creek and Co. 5704 at O'Hara Creek. One of the foremen of the French Creek Camp was Charles J. Poxleitner of Keuterville, who furnished much of the information and his pictures for this section. He spent a number of years as foreman in various Idaho CCC camps.

Members of the O'Hara Camp furnished labor for the construction of Fenn Ranger Station. Major functions of the Nezperce CCC camps were fire suppression and forest development. Camp O'Hara was closed in September 1942 and was the last camp to leave the Clearwater area. The French Creek camp was dismantled in 1943.

The Job Corps, although probably deriving its origin at least in part from the success of the CCC experiment, has major differences from the Roosevelt creation. Many of the same criticisms have been made, but in this case, too, they are proving unfounded. The aim of the Job Corps is one of rehabilitation and job training rather than relief. The camps are made up of youths who have had few educational advantages -- formal or informal. Many must be taught reading, writing and arithmetic as well as work skills. The organization is entirely civilian oriented, though a number of graduates have gone into the Armed Forces following completion of their courses. In most cases, these individuals were unable to meet the military requirements prior to their Job Corps training.

The Job Corps, like the CCC, is making many forest improvements in the course of its work program. However, from the very beginning, the emphasis has been on vocational training for the enrollee. This emphasis has become even stronger with the shift of Job Corps funding from the Office of Economic Opportunity to the Department of Labor by President Nixon in 1969.

The Nezperce Forest has had two civilian conservation centers of the Job Corps established under its administration, one five miles northwest of the town of Cottonwood and the other five miles east of Lowell on the Selway River. The Cottonwood Center, at an elevation of 3555 feet on Cottonwood Butte, occupies the site formerly utilized by the 822nd Radar Squadron, which was completed in 1958.

The Cottonwood Center was officially opened on June 25, 1965 with 20 corpsmen. Existing buildings were used and others have been constructed as needed. An education building and woodworking shop were built during the first year of operation. Robert R. Lusk was the first Center Director, with Earl W. Parks and Jerry C. Snow serving as Deputies for Work and Education, and Otto H. Ost as Administrative Officer.



Cedar Flats Civilian Conservation Center
July 1968

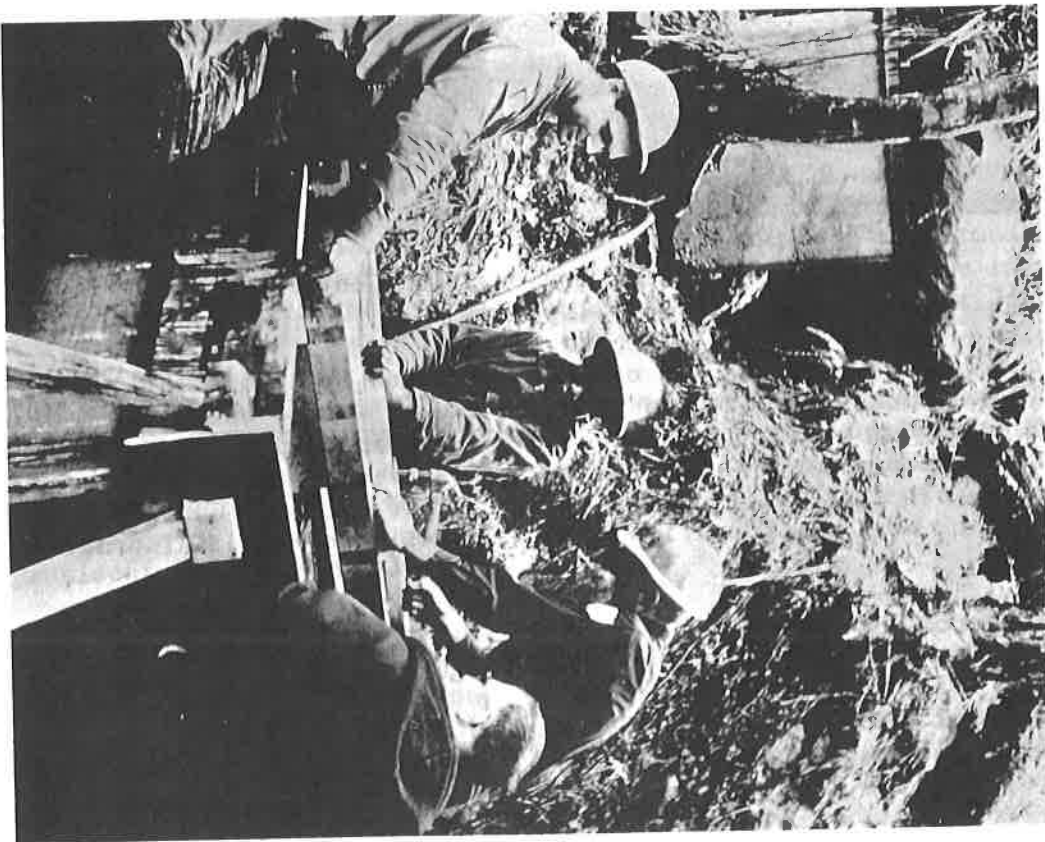
The Center at Cedar Flats was officially opened September 15, 1965 with 18 corpsmen. The camp was constructed of mobile units and additional permanent buildings, such as the gymnasium and commissary, went up as need arose. Gerhart H. Nelson served as first Center Director, with the assistance of H. C. LaBrier and Paul Gardner as Deputies for Work and Education, and Deane A. Hess as Administrative Officer.

Both Nezperce CCC's were authorized a population of 220 corpsmen and 52 staff members. Both centers were teaching construction carpentry, cooking, and operating engineering (heavy equipment). Cedar Flats also trained bricklayer apprentice/cement masons. Cottonwood Center now trains corpsmen as automotive service mechanics, production line welders, janitors, construction and finish carpenters, cooks, heavy



CCC Crew at Carlson Ranch on Salmon River 1937 or 38.
Photo by Poxleitner

Work Supervisor and District Technician instruct Job
Corpsmen working on Race Creek recreation improve-
ment constuction. June 1967



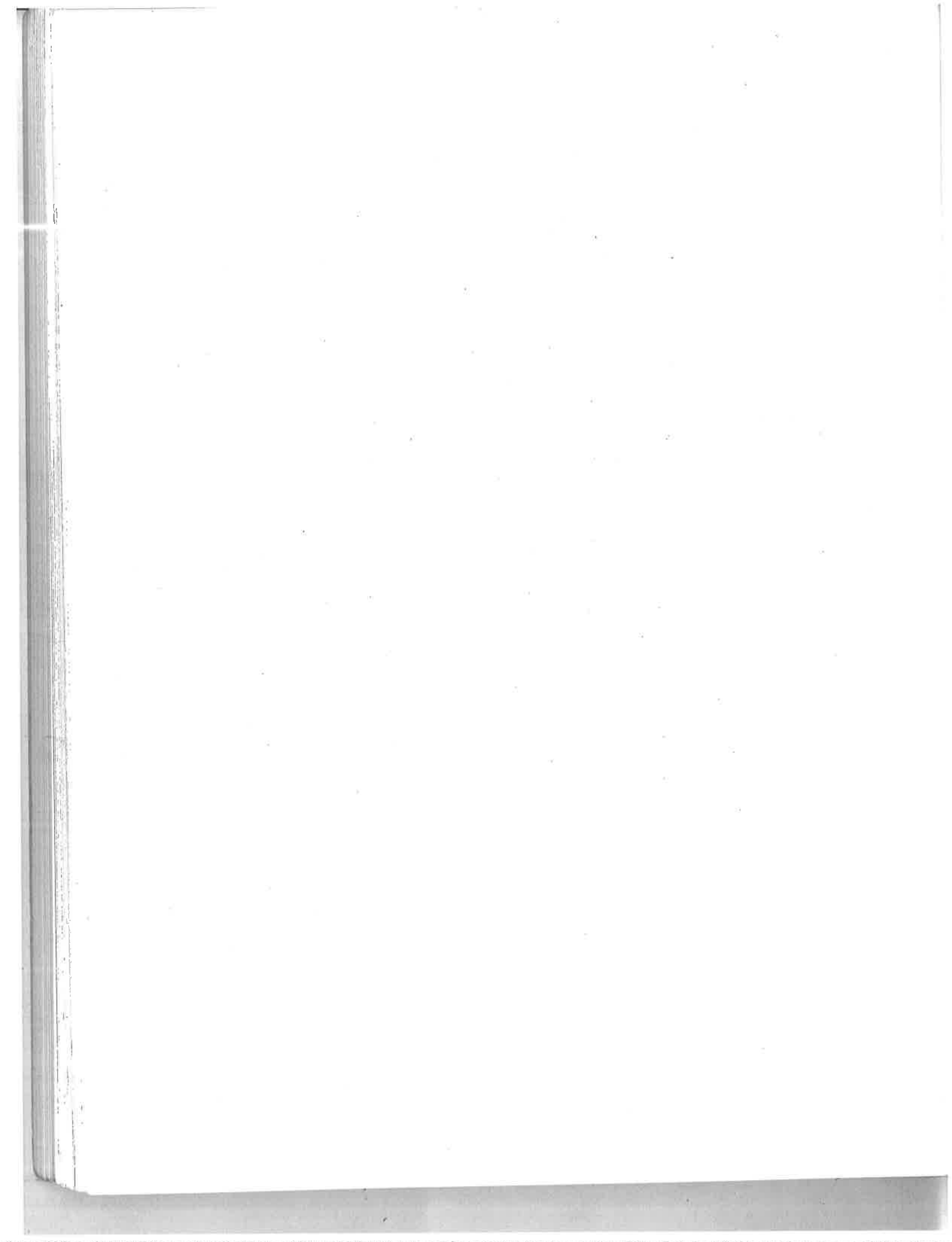
equipment operators, and painters. In addition to these skills and basic work habits, the center has a full schedule of elementary reading and mathematics skills. Corpsmen alternate a week of work with a week of education.

In the spring of 1969, the decision was made to close the Cedar Flats Center and by mid-June the last corpsman had departed. All corpsmen at the center were placed either in jobs or on another center. None was left to shift for himself by the closure.

In the years of its existence, Job Corps has left many completed projects on the Nezperce as testimony of the worth and willingness of these young men. In addition to work on the ranger stations, Job Corpsmen constructed the Dry Diggins Lookout, several campgrounds, many miles of road, trail and fence, and a staff housing duplex at Elk City Ranger Station. Duplexes are also under construction at Red River and Slate Creek Ranger Stations. They have reconstructed roads and trails, several administrative buildings, and the Lochsa Museum, and restored the pioneer cemetery at Dixie.

In addition to these and numerous other forest improvement projects, the corpsmen have extended their efforts to surrounding communities. The Cedar Flats and Cottonwood Centers, in cooperation with the Trapper Creek Center on the Bitterroot National Forest, rehabilitated a youth center in Spokane. The Cedar Flats Center assisted in construction of Kooskia's airstrip and the city parks of Kamiah and Orofino. They also repainted the Presbyterian Church in Kamiah. On two occasions, corpsmen participated in search and rescue operations for hunters lost in the Selway country. Corpsmen from the Cottonwood Center have contributed labor on the Snowhaven ski run, the Idaho County fairgrounds and St. Mary's Hospital grounds.

The young men of Job Corps are now leaving their mark, as did the Civilian Conservation Corpsmen before them, in these forest and community improvement and beautification projects. But these lasting benefits are merely incidental to a program that is preparing a large number of young men for useful places in American society.



ORGANIZATIONAL HISTORY

President Cleveland issued the Proclamation which established the Forest Reserves that later became the National Forests. This Proclamation, of February 22, 1897, was ratified by an Act of Congress (30 Stat. 34) on June 4, 1897, with the exception that these lands reverted to the public domain until March 1, 1898, at which time these "lands embraced in such reservations not otherwise disposed of...shall again become subject to the operations of said orders and proclamations as now existing or hereafter modified by the President."

Among the Forest Reserves thus created was the Bitter Root Forest Reserve in Idaho and Montana, which included much of the area now within the Nezperce National Forest. (See map.) The west boundary then ran north between Ranges 5 and 6E from just below the mouth of Sheep Creek on Salmon River across the divide near the head of 10-Mile Creek and the South Fork about the mouth of 10-Mile Creek, over Corral Hill and to the Middle Fork at about the present boundary. According to Frank A. Fenn (1927):

The Bitterroot Forest Reserve (Idaho) was divided into the Northern and Southern divisions with a Supervisor in each. Roughly the line separating them was the Selway River. The headquarters for the Southern Reserve was first Elk City but later temporarily located at Grangeville by the arbitrary action of the Supervisor, a saloon keeper, whose regular place of business was in the county seat town. Northern division headquarters were in Kooskia.

The J. B. Leiberg report (1899) describes the Idaho portion of the Bitterroot Forest Reserve as follows:

The Clearwater drainage consists of a number of large forks or tributaries, which divide into an intricate system of long and short canyons, mostly narrow and winding. Its main arteries are North, Middle, Lochsa, Selway, and South Forks. The Canyon system, of which these affluents form the main trunks, is by far the most noteworthy and striking feature in the topography of the Clearwater basins.

The western slope of the Bitterroot Mountain is primarily formed by a few great branches from the main range, which in their turn branch out into a vast mass of curving, winding, peak-crowned spurs constituting the watersheds of the Clearwater basins.... The primary divides with the great number of lateral spurs to which they give rise, form a perfect maze of bewildering ridges. From the summit of an eminence that commands a clear view of the surrounding country for many miles the exact course of even one canyon

or spur cannot be traced for more than a mile or two at most. The curvings, windings, ascents and descents are incessant and confusing.... The immediate slopes from the crest are here very abrupt, are cut up by immense gorges, and abound in precipices and extensive rockslides to such a degree that they are entirely impassable.

The largest natural meadows in the reserve are in the district formed by the upper South Fork of the Clearwater. This region is somewhat peculiar and does not very closely resemble any other portion of the reserve.... The meadows are situated at elevations of 3,500 to 4,200 feet and clearly have been below the highest water level of the ancient lake.

Taken in its entirety the topography of the Clearwater drainage can be defined in a maze of deep, very narrow, winding canyons with a succession of steep, high, rocky, narrow-crested ridges separating them.

Of the Salmon River slopes he says: "The summit of these spurs may fall but little below the general level of the main divide for a distance of two or three miles, but where they eventually break away to the gorge below the descent is too steep for man or beast."

The Little Salmon Forest Reserve was established by Proclamation on November 14, 1902, and the Seven Devils Forest Reserve similarly on February 1, 1904. Both were headquartered in Weiser and were incorporated into the Weiser Forest Reserve about a year after it was established.

The western boundary of the Bitter Root was extended the same date that the Little Salmon Reserve was established. On June 14, 1904, the Elk City Township and the Buffalo Hump area were withdrawn from the Forest Reserve. In 1905 the western boundary was again extended to its present position (excepting the "Island Division," that portion of the Forest which lies west of the Salmon River).

The Weiser Forest Reserve was established by Proclamation on May 25, 1905. No present Nezperce National Forest land was included in this new Reserve until May 10, 1906, when the Little Salmon and Seven Devils Forest Reserves were taken into it, except the strip along the Snake River which was withdrawn from the Little Salmon Forest Reserve in 1904. On March 2, 1907, the Weiser Forest Reserve again added land, and eliminated a strip of land west of Riggins.

On March 4, 1907, Congress passed an act (34 Stat. 1269) declaring that, "The forest reserves shall hereafter be known as national forests."

Executive Order

NEZPERCE NATIONAL FOREST

IDAHO

It is hereby ordered that on and after July 1, 1908, the land within the boundaries shown on the attached diagram, heretofore set apart, reserved, and proclaimed as parts of the Bitter Root and Weiser National Forests, shall be known as the Nezperce National Forest. It is not intended by this order to release any land from reservation or to reserve any land not heretofore embraced in a National Forest.

THEODORE ROOSEVELT

THE WHITE HOUSE.

June 26, 1908.

[No. 854.]

Executive Order No. 854, effective July 1, 1908, established the Nezperce National Forest from lands given up by the Bitter Root and Weiser National Forests. (The same year another Executive Order changed Bitter Root to Bitterroot National Forest.) The area taken from the Weiser National Forest was the land between the Snake and Salmon Rivers. For a number of years this addition retained its identity as the "Weiser Division." This name has given way to the present term, "Island Division."

In 1911 the fledgling Nezperce Forest was tapped for some of its land to create another National Forest, the Selway. The other donor of territory was the Clearwater National Forest. The Selway National Forest, with headquarters in Kooskia, lasted until 1934. When the Selway was dissolved, the Nezperce got back the lands given in 1911, plus a large chunk of Selway and Lochsa country that the Selway Forest had acquired from the Clearwater in 1911. The Lochsa country was returned to the Clearwater Forest in 1956.

In 1921 Buffalo Hump became part of the Nezperce for the first time when President Harding issued Proclamation No. 1600 on July 9, returning the Buffalo Hump exclusion to National Forest status.

Later adjustments of the Nezperce boundary occurred in 1931, when Proclamation No. 1946 transferred most of the Magruder country back to the Bitterroot, and in 1934, when the remaining Magruder area was returned to the Bitterroot. In 1956, Public Land Order 1323 (21 Federal Register 6405), effective July 1, transferred the Lochsa territory from the Nezperce to the Clearwater Forest, and added the Moose Creek District to the Nezperce from Clearwater and Bitterroot lands. The last addition to the National Forest in recent years was the purchase of the 745-acre Moose Creek Ranch in the heart of the Selway-Bitterroot Wilderness in 1966.

According to Frank Fenn (1927), the first Bitter Root southern division Supervisor was probably Benton Myer, followed by the saloon keeper who moved the headquarters to Grangeville, George D. Smith, and finally, J. B. Chamberlain.

Supervisors for the area now included in the Nezperce Forest, listed in chronological order, were:

Benton Myer	1897
George D. Smith	
J. B. Chamberlain	1902
Casius M. Day	about 1902-1907
F. A. Fenn	1907-1908
George V. Ring	1908-1916 (died 1958)
Chas. K. McHarg	1917-1918
S. V. Fullaway	1918-1920
Adrian C. Adams	1921-1924
Leon C. Hurtt	1924-1927
Roy A. Phillips	1928-1942 (died 1959)
Albert N. Cochrell	1944-1956
*Alva W. Blackerby	1957-1959
John R. Milodragovich	1959-1966
J. Everett Sanderson	1966-

*Blackerby died from severe burns incurred in a plane crash at the Moose Creek Ranger Station landing field on August 5, 1959.

Staff assistants, some of whom were Deputy Forest Supervisors, Assistant Supervisors, Forest Assistants, Fire Assistants, Grazing Assistants, Timber Sale Assistants, and Engineers, included:

J. E. Barton, Forest Assistant, 1906
J. Arthur Brown, Deputy, 1909-1916
Frank J. Jefferson, Deputy, 1917-1919
R. N. Cunningham, Fire Assistant, 1919-1921
C. P. Fickes, Deputy, 1920-1924
Thomas Crossley, Deputy, 1921-1924
A. J. Devan, Fire Assistant, 1921-1924
Ralph K. Day, Forest Assistant, 1924-1927
Guy M. Brandborg, Assistant Supervisor, 1924-1934
Clyde D. Blake, 1924-1931 (Assistant Supervisor)
Ray A. Coster, 1935-1936 " "
Bernard A. Anderson, 1937-1939 " "
Wm. G. Guernsey, 1939-1940 " "
W. E. Fry, 1937-1939 (Range Management)
W. W. Wetzel, 1941-1942, Assistant Supervisor
Harold H. Hendron, 1940-1944, Associate Range Examiner
John F. Shields, 1942-1945, Assistant Supervisor
Rolf W. Fremming, 1946-1955, Assistant Supervisor
Hans C. Roffler, 1943-1945, Timber Management, Recreation & Lands
John A. Fallman, 1945-1946, Range Staff Assistant
Elmer E. Luer, 1947-1949, Range Staff Assistant
Edward Stein, 1950-1953, Fire, Range & Wildlife
Rolf B. Jorgensen, 1954-1956, Fire, Range & Wildlife
Fred I. Stillings, 1936-1946, Engineer
F. M. Griswold, 1950-1953, Engineer
Ray L. Hilding, Timber Staff, 1955-1959 (also included Recreation, Lands, and Watershed Management until 1959)
Dallas W. Beaman, Timber Staff, 1960-1963
Ralph D. Kizer, Timber Staff, 1963-1966
Robert S. Mathison, Timber, Watershed Staff, 1966-
Eugene Dyson, Forest Engineer, 1953-1959
Edgar J. Daigle, Forest Engineer, 1959-1961
George R. Scherrer, Forest Engineer, 1961-1966
Willard C. Clementson, Forest Engineer, 1966-
Homer Hartman, Fire, R&W, 1956-1957
Keith Thompson, Fire, R&W, 1957-1960
Vernard L. Erickson, Fire Control, 1960-1964
Don V. Williams, Fire Control, 1964-
Vernon E. Sylvester, Range & Wildlife, 1960-1967
Robert Miller, Recreation, Lands, & Watershed, 1959-1965
James J. Harvey, Recreation & Lands, Range & Wildlife, 1965-
LaVerne Huffman, Executive Assistant, 1929-1933
Emery M. Kapp, Executive Assistant, 1934-1940
Raymond E. Armstrong, Executive Assistant, 1940-1942
Thaddeus A. Lowary, Executive Assistant, 1943-1946

Glenn C. Todd, Administrative Assistant, 1947-1949
Paul Pretz, Administrative Assistant, 1950-1953
Ernest Mirehouse, Administrative Assistant, 1954-1955
Paul Grainger, Administrative Assistant, 1955-1956
Arthur A. Johnson, Administrative Officer, 1956-1959
James Stephenson, Administrative Officer, 1959-1964
David L. Olson, Administrative Officer, 1964-

In the beginning the Nezperce Forest was established for protection of the land and its resources, as were the other national forests. Growth of population, public awareness and technology have produced a steady shift from protection to intensive resource management for maximum utilization. By the early twenties, the basic management directions were taking shape. As stated by Secretary of Agriculture Henry C. Wallace in the Yearbook 1921, the policy of the Forest Service was the "administration of the national forests...to promote the greatest possible growth of timber." The passage of the Multiple Use-Sustained Yield Act (P.L. 86-517) by Congress in 1960 wrote into law the "management of all the various renewable surface resources of the national forests so that they are utilized in the combination that will best meet the needs of the American people...."

This shift in emphasis has produced a steady growth in the organization required to administer the national forests, and the Nezperce is no exception. Compare the organization listing from April 1943 with that from October 1963 and the impact of this growth will be seen:

APRIL 1943

Clayton S. Crocker, Grangeville (WU); John F. Shields, assistant supervisor; Harold H. Hendron, associate range examiner; John F. Rice; Thaddeus A. Lowary, administrative assistant; Mark O. Watkins, Nellie C. Burrows, clerks.

Ranger Districts:

Salmon River - John A. Fallman, Riggins
Dixie - W. E. Green, Dixie
Slate Creek - Floyd E. Williams, Grangeville
Clearwater - Roscoe L. Space, Grangeville
Red River - Hans C. Roffler, Elk City
Selway - John P. Gaffney, Lowell
Middlefork - Edward L. Shults, Lowell

OCTOBER 1963

John R. Milodragovich	Forest Supervisor
Vernard L. Erickson	Fire Control
Robert W. Miller	Lands, Recreation, Watershed
Ralph D. Kizer	Timber Management
Vernon E. Sylvester	Range & Wildlife
George R. Scherrer	Forest Engineer
James R. Stephenson	Administrative Officer
James E. Fish	Administrative Trainee
Roger W. Helms	Budget & Finance Section Head
Mrs. Grace R. Raymond	Supv. Payroll & Voucher Clerk
Mrs. Iris M. Hardin	Voucher Clerk
Miss Dorothy I. Ingraham	Payroll Clerk
Mrs. Ardis L. Miller	Audit Clerk
Gary E. Eichhorn	Personnel Section Head
Mrs. Barbara A. Brewster	Personnel Clerk
Gordon F. Bollinger	Resource Section Head
Mrs. Margaret L. Hart	Resource Clerk
James M. White	Administrative Services
	Section Head
Mrs. Mary Jo Davis	Receptionist
Mrs. Gayle Hauger	Mail & Files
Miss Raedene Jones, Mrs. Ruth E.	
Munden, Mrs. Kay L. King, Miss	
Patricia J. Daniel	Typists
Eugene T. McHugh	Warehouseman
Kenneth W. Rogers, James C.	
Emerson, Faye L. Houtchens,	
John P. Butt, Jon B. Bledsoe,	
Ralph H. Sawyer, James E. Dewey	Foresters
Earl W. Parks, Burton L. Snyder	Forestry Technicians
Otto H. Ost	Dispatcher
Donald W. Lantz, Jefferson S.	
Grunden, Harvey G. Krantz, Jr.,	
Jerome B. Knaebel, Ray W. Miner,	
Jr., W. Bradley Willard, Jr., Max	
W. Cochrane, Gordon Long	Engineers
Gary A. VonBargen	Engineering Aid
Gilbert A. Davis, Lester L. Clop-	
ton, William C. Ryan, Stephen F.	
Roberts	Engineering Technicians
Louis L. Covert, Howard F.	
Anderson	Electronics Technician
John N. Taylor, Wayne Eller,	
Donald E. Dunn, Carl A. Weholt,	
Arvid A. Maki, John C. Spears,	
Muriel W. Lyon	Project Crew

Clearwater Ranger District - Kenneth I. Young, District Ranger; Jerry V. Adelblue, Resource Assistant; David H. Morton, John Setraycic, James C. Space, Foresters; Estel W. Farmer, Archie B. Lawyer, Earl R. Hall, Robert P. Phelan, Angus L. Kennedy, Jerome Nelson, Forestry Technicians; Robert L. Wisner, Forestry Aid; Alfred Safford, Fire Control Officer; Donald L. Burris, Engineer; James G. Huntley, James B. Uhlenkott, Engineering Aids; Miss N. Sharon Newby, Clerk

Dixie Ranger District - Dean M. Reed, District Ranger; L. Allen Wilson, Fire Control Officer

Elk City Ranger District - Charles R. Hunter, District Ranger; Jerry L. Duffy, Ralph O. Meyer, Lynn D. Mason, Foresters, Basil G. Peden, Dale F. George, Forestry Technicians; Deane A. Hess, Fire Control Officer; Arthur D. Wright, Dispatcher; Paul R. Buell, Engineering Technician

Red River Ranger District - Lawrence O. Smith, District Ranger; Larry A. DesRoches, Gerald D. House, Foresters; Donald R. Vandevort, Fire Control Officer; Mrs. Doris Babcock, Clerk; Edmond R. Briscoe, Grading Equipment Operator

Salmon River Ranger District - David R. Howard, District Ranger; Edward W. Kautz, Resource Assistant; Bruce R. Dreher, Jerry A. Payne, Foresters; Ralph A. Barton, Fire Control Officer; Howard R. Smallwood, Dispatcher; Sammy J. Stamper, Engineering Technician; Mrs. Marjorie L. Shaw, Clerk

Selway Ranger District - Clyde D. Blake, District Ranger; William H. Covey, Resource Assistant; Gene C. Lasch, James A. Alley, Nicholas J. Finzer, Foresters; Floyd M. Roberts, Forestry Technician; Donald M. Munger, Fire Control Officer; F. Earl Eidemiller, Fire Control Aid; Mrs. Evelyn G. Scott, Clerk; Delbert R. Hendren, Animal Packer; Edward J. Robinett, Richard A. Thompson, Clifford H. Baldwin, Forest Worker Leaders

Slate Creek Ranger District - John B. Dillon, District Ranger; Richard J. Call, Resource Assistant; Daniel K. Chisholm, Edward F. Schlatterer, Foresters; John P. DeBarber, Lloyd P. Butzien, Forestry Technicians; Leslie E. Taylor, Fire Control Officer; H. Allen Cleveland, Fire Control Aid; Mrs. Betty G. DeVeney, Clerk; Tommy J. Clay, Animal Packer; George M. Wikoff, Horace D. Henderson, Forest Worker Lead Foremen; Virgil J. Hartman, Forest Worker Leader

Clearwater Ranger District - Kenneth I. Young, District Ranger; Jerry V. Adelblue, Resource Assistant; David H. Morton, John Setraycic, James C. Space, Foresters; Estel W. Farmer, Archie B. Lawyer, Earl R. Hall, Robert P. Phelan, Angus L. Kennedy, Jerome Nelson, Forestry Technicians; Robert L. Wisner, Forestry Aid; Alfred Safford, Fire Control Officer; Donald L. Burris, Engineer; James G. Huntley, James B. Uhlenkott, Engineering Aids; Miss N. Sharon Newby, Clerk

Dixie Ranger District - Dean M. Reed, District Ranger; L. Allen Wilson, Fire Control Officer

Elk City Ranger District - Charles R. Hunter, District Ranger; Jerry L. Duffy, Ralph O. Meyer, Lynn D. Mason, Foresters, Basil G. Peden, Dale F. George, Forestry Technicians; Deane A. Hess, Fire Control Officer; Arthur D. Wright, Dispatcher; Paul R. Buell, Engineering Technician

Red River Ranger District - Lawrence O. Smith, District Ranger; Larry A. DesRoches, Gerald D. House, Foresters; Donald R. Vandevort, Fire Control Officer; Mrs. Doris Babcock, Clerk; Edmond R. Briscoe, Grading Equipment Operator

Salmon River Ranger District - David R. Howard, District Ranger; Edward W. Kautz, Resource Assistant; Bruce R. Dreher, Jerry A. Payne, Foresters; Ralph A. Barton, Fire Control Officer; Howard R. Smallwood, Dispatcher; Sammy J. Stamper, Engineering Technician; Mrs. Marjorie L. Shaw, Clerk

Selway Ranger District - Clyde D. Blake, District Ranger; William H. Covey, Resource Assistant; Gene C. Lasch, James A. Alley, Nicholas J. Finzer, Foresters; Floyd M. Roberts, Forestry Technician; Donald M. Munger, Fire Control Officer; F. Earl Eidemiller, Fire Control Aid; Mrs. Evelyn G. Scott, Clerk; Delbert R. Hendren, Animal Packer; Edward J. Robinett, Richard A. Thompson, Clifford H. Baldwin, Forest Worker Leaders

Slate Creek Ranger District - John B. Dillon, District Ranger; Richard J. Call, Resource Assistant; Daniel K. Chisholm, Edward F. Schlatterer, Foresters; John P. DeBarber, Lloyd P. Butzien, Forestry Technicians; Leslie E. Taylor, Fire Control Officer; H. Allen Cleveland, Fire Control Aid; Mrs. Betty G. DeVeney, Clerk; Tommy J. Clay, Animal Packer; George M. Wikoff, Horace D. Henderson, Forest Worker Lead Foremen; Virgil J. Hartman, Forest Worker Leader

Ranger Districts

It is nearly impossible to identify ranger districts in the earlier years or even to be sure when they were first established. A 1915 directory is the earliest definite information available, although George Ring lists the people on the unit July 1, 1908, as being Blane L. Riggs and Grafton F. Johnson (on the Weiser portion), Thomas Crossley, G. I. Porter, S. I. McPherson, J. Arthur Brown and himself, but does not locate them in any particular place.

In 1909 Ray Fitting was assigned to the Fish Lake area, Lou Fitting on the upper Selway at Bear Creek, Joseph McGhee on the Middlefork, Grant Litchfield at Elk City, Frank Smith at Powell, James Agnew at O'Hara Bar, Sumner Rackcliff at Syringa, and Adolph Weholt at Elk Summit.

There is some confusion about whether Whitebird was a district or just the headquarters for the Slate Creek District at times. Likewise there is some doubt as to what areas are intended when Elk City, French Gulch, and Red River are mentioned in the earlier years. It is known that G. I. Porter was a Ranger at French Gulch somewhere around 1912-1917 and may have then handled the Salmon Mountain area as well as some of the present Red River District.

Pittsburg Ranger District (Riverview Ranger Station)

George V. Ring shows Blane L. Riggs and Grafton F. Johnson as coming to the Nezperce from the Weiser, July 1, 1908, but 1915 is the first time the District shows up in a directory.

D. W. Arrison, 1915
Cash Hurst, 1917
Earl McConnell, 1920-1921

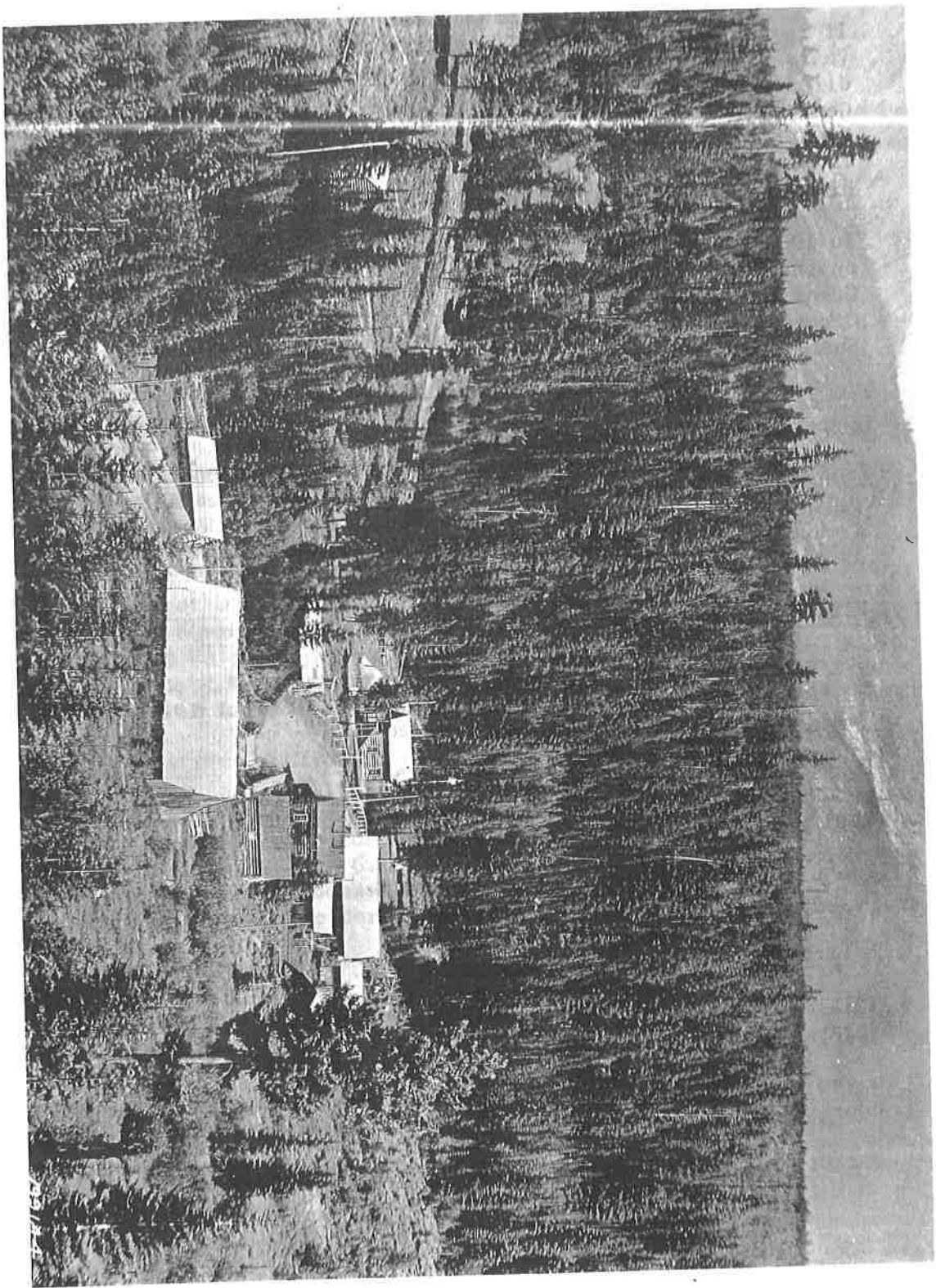
The District was dropped in 1922 and McConnell was assigned to the Salmon River District.

Whitebird Ranger District

This unit shows up only briefly and may or may not have been a separate unit.

Wayne F. Alexander, 1915 (Free Use Ranger Station)
George V. Ring, 1917

The District does not appear in the 1920 directory.



Adams Camp and Ranger Station - 1929

Salmon River District

Lew Brundage, Silvers Ranger Station, 1915-1917
William H. Deasy, Riggins Ranger Station, 1920-1928
J. L. Williams, 1929-1930; Assistant Ranger J. T. Horner, 1928-1929
O. V. Clover, 1931-1941; Assistant Rangers Stanley Miller, 1937,
and Lloyd Bernhardt, 1939-1941
John A. Fallman, 1942-1944, Assistant Ranger Floyd E. Williams, 1942
Floyd E. Williams, 1945-1946
Rolf B. Jorgensen, 1947-1953
Jack R. Alley, 1953-1954
M. C. Aaberg, 1955-1958
David Howard, 1958-1965
David Rittersbacher, 1965-1969
Terry Moore, 1969-

Slate Creek (or Hump) Ranger District

*Frank Hartman, Slate Creek Ranger Station, 1911-1915
James Dyer (called Hump District), 1917
Wm. M. Gregg (headquarters in White Bird), 1919-1923; Howard Higgins
was assistant in 1923.
**W. P. Hanover (called Slate Creek again), 1924-1926
O. V. Clover, 1927-1930; J. T. Horner assistant some of those years.
Earl McConnell, 1931-1937
Arthur W. Wirch, 1938-1942
Floyd E. Williams, 1943-1944
W. E. Green, 1945-1949
John C. Crupper, 1949-1954
John Morrison, 1955-1959
James H. Freeman, 1959-1961
John B. Dillon, 1961-1965
Robert Graham, 1965-1970

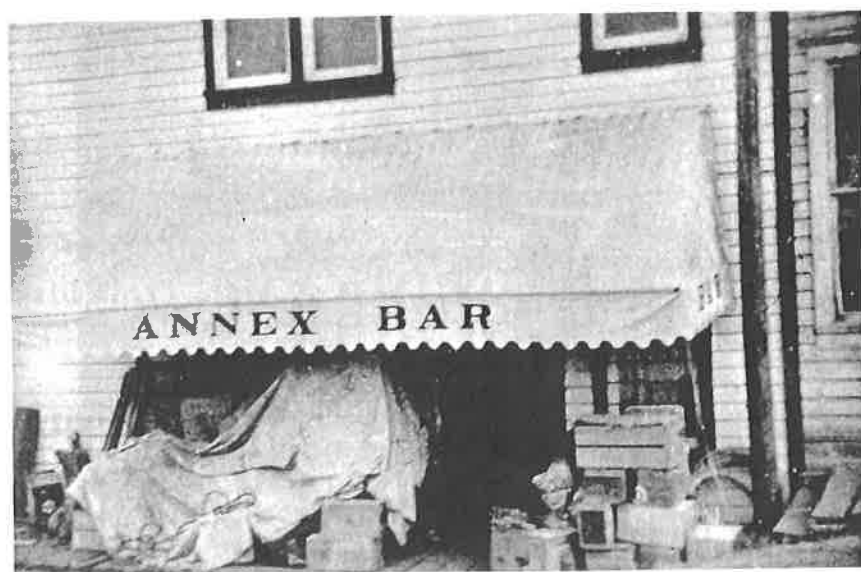
*Frank's son, Virgil "Slick" Hartman is a scaler on Slate Creek District. Slick's sister was born in 1912 at the Slate Creek Guard Station cabin.

**Hanover was killed in the spring of 1926 and Higgins was probably in charge for the remainder of the season.

A separate Hump District with headquarters at Moores Station shows up again in 1928 and 1929 with W. K. Samsel as Ranger, then disappears permanently.



Red River Ranger Station, 1920
Photo Courtesy of Jim Dyar



"Ranger's Headquarters, Elk City, Idaho,
Fire Season, 1919" - Fire supplies on porch;
ranger station upstairs. Courtesy Jim Dyar

Elk City District

It is uncertain what area was intended in the earlier records. In the 1915 directory there is both an Elk City (French Gulch) and a Red River District listed. From then until 1923, Red River District does not again appear. In 1917, an Elk City-Dixie District shows up, and since the Salmon Mountain area and a Ranger were transferred to the Bitterroot following the 1916 season, there may have been some shifting of the remaining areas.

In 1919, V. L. Collins describes the Elk City District as everything east of the Iron Mountain-Elk Summit-Nellie Mountain divide to the South Fork, thence up Center Star-North Pole divide and on to Salmon River. This would be the present Red River District plus a portion of the present Elk City District.

R. E. Moses, 1915-1917
James W. Dyar, 1919-1922
W. P. Hanover, 1923
O. V. Clover, 1924-1926
George G. Space, 1927-1930

The District was dropped from the 1931 directory, but was reestablished July 1, 1958 with John Ulrich as Ranger.

John Ulrich, 1958-1960
James E. Dewey, 1960-1963
Charles R. Hunter, 1963-1967
Richard Hallman, 1967-

Red River District

Eugene Langdon, 1915
Does not appear in directories 1917-1922
Earl McConnell, 1923-1930
Howard W. Higgins, 1931-1941
Alfred A. Flint, 1942
Hans C. Roffler, 1943
Donald L. Chamberlain, 1944-1945
Wesley Castles, 1946
Marlin Galbraith, 1947-1952
Earl E. Cooley, 1953-1955
Dan Montgomery, 1956-1961
Lawrence Smith, 1961-1964
Dallard Johnson, 1964-1966
Maynard Rost, 1966-

Dixie Ranger District

This unit was first established in 1923 with George C. Space as Ranger.

George C. Space, 1923-1926
Howard W. Higgins, 1927-1930
John T. Horner, 1931-1933
James Kaufman, 1934-1942
W. E. Green, 1943-1944
Paul H. Strand, 1945
Rolf B. Jorgensen, 1946
Howard W. Higgins, 1947-1958 (Retired July 31, 1958; died March 17,
James Freeman, 1958-1959 1968)
Kenneth Rogers, 1959-1963
Dean M. Reed, 1963-1967
William J. Holman, 1967

The District was combined with the Red River District in early 1968.

Clearwater Ranger District

The headquarters was originally at Castle Creek but was moved to Grangeville, probably around 1919.

Frank Hartman, 1909-1910
Thomas Crossley, 1915-1919
Vernon L. Collins, 1920-1936
Bertram A. Goodman, 1937-1940
Carl Walker, 1941-1942
Roscoe L. Space, 1943-1952 (killed by falling tree, May 1952)
Dale L. Arnold, 1952
Marlin Galbraith, 1953-1955
John Lyman, 1956-1961
Kenneth I. Young, 1961-1966
Richard Strong, 1966-1969
James R. Abbott, 1969-

It is more difficult to trace accurately the happenings on the old Selway Forest since it was broken up in 1934 and scattered four ways. The Nezperce, at least, has few of the early records. Likewise in 1956, additional changes took place to further complicate the boundaries of one-time Districts. However, data are not lacking entirely and follow:

Tahoe Ranger District

S. I. McPherson built the first cabin there in 1908 and continued as Ranger until about 1913. No further information is available except that the unit was consolidated with others in 1917.

Meadow Creek District

This unit may also have been known as Anderson Butte since the headquarters was there until the early 1920's when the Meadow Creek Station was built. John Rice was the Ranger when the move was made.

S. I. McPherson, 1914-1917
Charles Loitved, 1918
John Rice, 1921-1923
Albert C. Campbell, 1924-1932

The District was discontinued at that time.

Selway Ranger District

This unit probably started out as the O'Hara District. When the change in name was made is not recorded. The original station was built about 1910 on O'Hara Bar opposite O'Hara Creek and continued as the headquarters until about 1940 when the present Fenn Ranger Station was occupied by both the Selway and Middlefork Districts.

It is pretty well agreed that Sumner Rackcliff was among the first Rangers on the Selway River. Where he made his headquarters is not known. The next Ranger of record was James Agnew who likely built the O'Hara station and may have continued until S. I. McPherson took over in 1918.

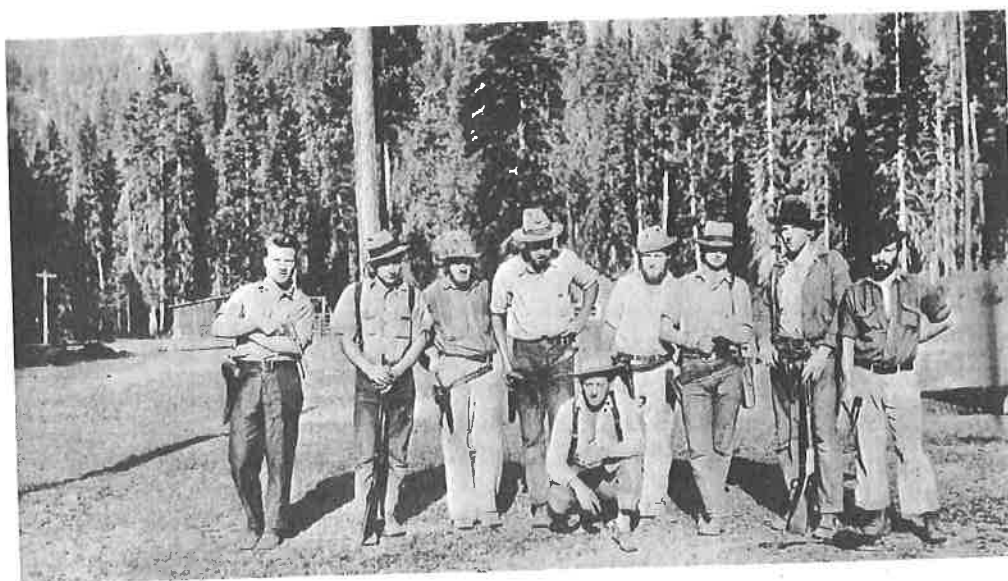
S. I. McPherson, 1918-1923
Clayton S. Crocker, 1924-1932
Fred W. Shaner, 1933-1934
C. D. Sousley, 1935-1937
John P. Gaffney, 1938-1943
Edward L. Shults, 1944-1946
George R. Wolstad, 1947-1949
Glenn L. Boy, 1949-1955
*John W. Johnson, 1949-1957
Karl W. Spelman, 1958-1960
John Ulrich, 1960-1962
Clyde D. Blake, 1962-1965
William H. Covey, 1965-1966
Richard "Ike" Ellison, 1966-

The Selway and Middlefork Districts were combined 1944-1949.

*Johnson was Middlefork Ranger 1949-1956.



Bear Creek Cookhouse (built Fall 1929); Charles Gallagher
(Cook-station smokechaser-commissary clerk-telephone operator
and other odd jobs too numerous to mention)
Photo courtesy L. W. Lewis



Bear Creek District's "Tough" Guys - Season of 1931; Marshall
Wood, Hdq. Fireman; Earl Monroe, Tel. Man; Harry Farris, Grouse
Ridge; Charles Hemphill, Gardner L.O.; Sid Poppe, FRD Assistant
(trail location & construction); Roy Abbet, Shearer Peak; Eldon
(Pat) Dunlap, Twin Buttes; Kenneth Cochran, District Packer; &
Johnnie Cossetto, Wylies Peak. These were the guys who could go
from fire to fire--with lots of so-called "guts." Lewis photo

Bear Creek District

This unit apparently dates back a long time and could have been the earliest station to exist on the Upper Selway.

Sumner Rackcliff, 1910
Charles A. McGregor, 1916
Bill Bell (later a remount packer), 1918
Thomas Donica, 1919-1920
Floyd M. Cossitt, 1921-1923
Ray S. Ferguson, 1924-1925
Jack Parsell, 1926
Leroy W. Lewis, 1927-1932

The District was dropped after 1932 and added to Moose Creek.

Moose Creek District

Jack Parsell says the Moose Creek District as it existed prior to the addition of Bear Creek was established in the spring of 1920:

I was the first Ranger assigned to the District. The headquarters was located in the Three Forks area on North Moose Creek and consisted of two old abandoned homestead cabins built originally by Fred Shissler. In the spring of 1921 I set up a tent headquarters at the present Moose Creek Ranger Station and built the building that is now used for the cook-house and administration building.

Whether there was a District in the area prior to 1920 is not known, but Frank Freeman worked in the Three Forks area in 1910. Lew Fitting, an uncle of Ray, was also in the area about that time. Charles A. McGregor was a Ranger there in 1918.

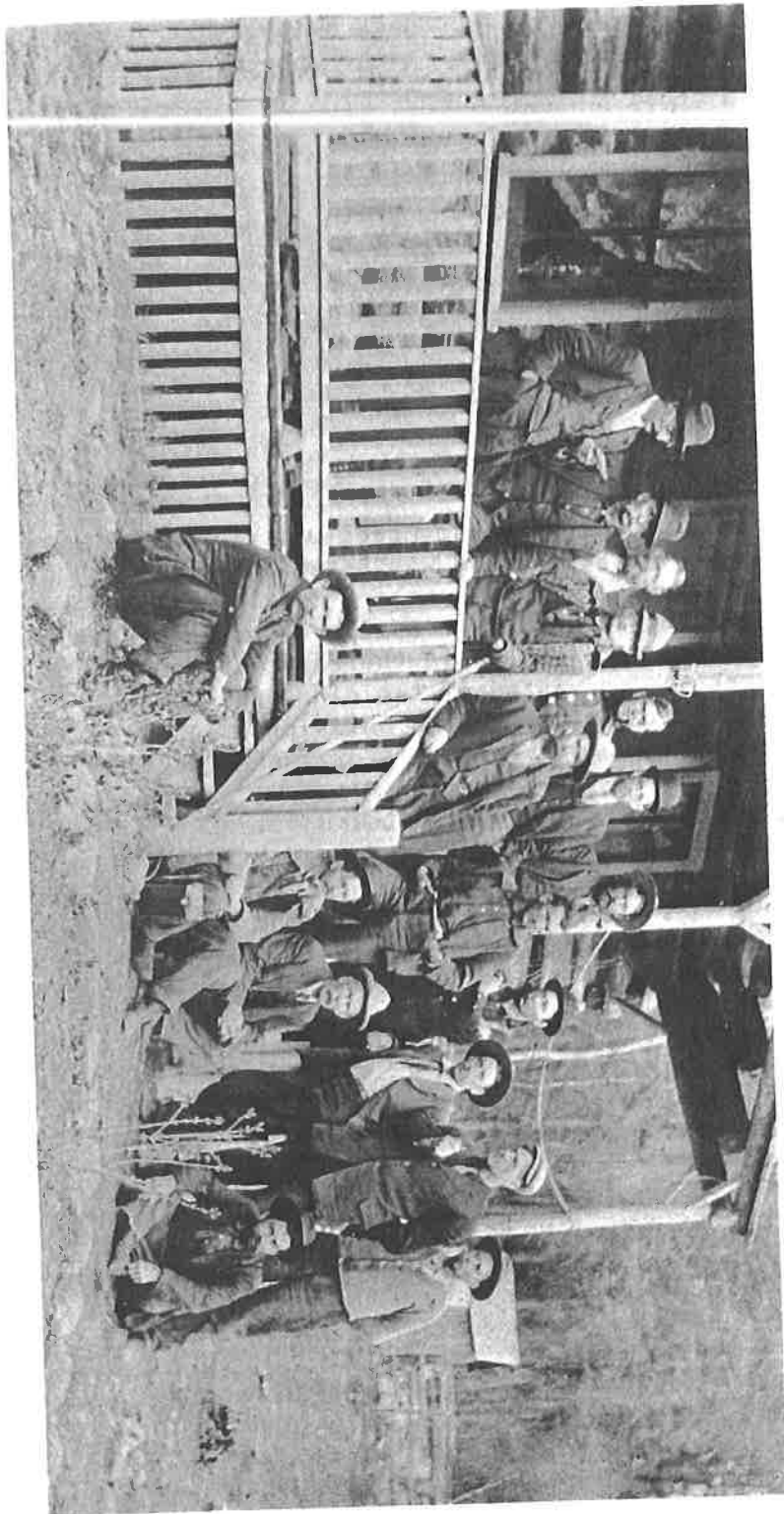
Jack A. Parsell, 1920-1922
Bert Kauffman, 1923-1924
Fred W. Shaner, 1925-1930
George W. Case, 1931-1934

The District was transferred to the Bitterroot in the fall of 1934, but George Case continued as Ranger until 1943.

A. B. Gunderson, 1944

Jack Parsell returned as Ranger, 1945-1955. In 1956 the District was transferred to the Nezperce, and Glenn L. Boy was given charge.

Lawrence Smith, 1959-1961
William Magnuson, 1961-1962
John F. Hossack, 1962-1965
Jerry Adelblue, 1965-1968
William J. Holman, 1968-



In April 1911, a ranger meeting was called at Dwelling No. 1, then headquarters for the Middlefork District. Standing on the porch, from left to right, were Ed Thenon, Lou Fitting, S. Rackcliff, W. B. Willey, McGhee, F. A. Silcox, and Agnew. Standing on the steps and path, from left to right, were Rene McPherson, Johnny Durant, Ashley Roche, Adolph Weholt, Frank Tompkins, and James S. Garrison. Seated, left to right, were Frank Rogers, Roy Monroe, Major Fenn, and Frank Smith.

Some other early-day Rangers who were known to have worked on the Selway somewhere were: Dan Dunham, Ed Thenon, James McLendon, and Charles McGee.

Charles Howell was Supervisor of the Selway Forest until Frank J. Jefferson took over following the 1919 season. Francis T. Carroll was an assistant following Jack Clack. James C. Urquhart was also an assistant on the Forest before it was broken up. Clayton S. Crocker received the blame for removing the Supervisor's Office from Kooskia when the Selway Forest was discontinued.

Personalities

The earliest information obtained was from George G. Bentz, a stockman at White Bird. He died in the fall of 1958. George worked seasonally at Elk City in 1900 and 1901. Benton Myer was the Nezperce Supervisor and Warren Cook was a Ranger. Bentz received a Ranger's appointment May 15, 1902, and stayed at Elk City until June of 1906 when he transferred to White Bird. J. B. Chamberlain was Supervisor when Bentz went to work; he also recalls a Babcock as head Ranger and Warren Cook, Homer Fenn, and Grant Litchfield as Rangers around Elk City. There did not appear to be Districts as we know them and the Rangers carried on individual patrols. In 1904 Homer Fenn went to the Targee as Supervisor and Warren Cook resigned to run Campbell's Ferry for a time.

When Bentz first reported for work, the Supervisor's greatest concern was how well he could use a lariat rope, since he carried one on his saddle. It later developed that the Supervisor had some horses running wild on the breaks of the Salmon River that he hadn't been able to catch. The horses were caught.

George left White Bird in February 1907 to become Supervisor of the Salmon Forest. During 1909 and 1910 he was in Ogden as assistant to Homer Fenn, Chief of Grazing. In 1911 he went to the Caribou as Supervisor where he remained until February 28, 1916, when he resigned and returned to White Bird to engage in the stock business with other members of the family. The Bentz ranch has held a grazing permit on the Nezperce since 1906.

Another early Ranger was S. I. (Rene) McPherson. He started in the early 1900's when the Bitterroot Forest Reserve was in existence and later was assigned first to the Nezperce and then the Selway after it was established.

Rene first lived on a ranch in the Clear Creek area and used that as a headquarters, but was absent from home for long periods when his official duties required. He built the South Fork Trail from the

vicinity of Harpster to Johns Creek. In 1908 he constructed the Tahoe Ranger Station and was in charge of that District until about 1913. From 1914 to 1917 he was the Ranger at Anderson Butte, which later became the Meadow Creek District. In 1918 he was in charge of the Selway District with headquarters at O'Hara Ranger Station where he remained until 1922 when he retired following an injury.

Wm. I. McPherson, a son, worked for the Forest Service for many years, mostly as a blacksmith and mule shoer, but also put in many hard days on fires starting back about 1910. Bill remembered when his father would take him and his brother along to fires and put them to work scratching a trench with pointed sticks. (The output might have been low but they weren't paid anything either.)

George V. Ring received his appointment as a Forest Ranger on May 9, 1899. It is uncertain where he worked in those early years but likely in the southern portion of the Bitterroot (Idaho). On July 1, 1908, when the Nezperce National Forest was established, he was named Supervisor of the new Forest.

George continued in this capacity until 1917 when he asked to be relieved and returned to a Ranger's job which he liked much better. This assignment was at White Bird where he remained for a few years and then returned to Grangeville where he worked in various capacities until his retirement in 1931. After leaving the service he made his home in the Lewiston-Clarkston area and passed away at the home of a daughter, in Julietta, in the fall of 1958.

It is not often that anyone starts and finishes a career on the same Forest, but Howard W. Higgins did. "Hlig," as he was called by his many friends, first received an appointment as Assistant Ranger on the Slate Creek District, May 16, 1923. He continued in that position until Ranger Hanover's death in the spring of 1926 when he took over as Ranger. Then he moved to Red River and stayed until 1941. His only service away from the Nezperce was from 1942 to 1946 which was spent on the St. Joe at Avery. There was no place like home, so he returned to Dixie in 1947 and finished his tour of duty there, retiring July 31, 1958. "Hlig" died March 17, 1968.

Howard Higgins was a fine example of the custodial type Ranger. There was never any question about where he stood or what was right. Like treatment for everyone, whether it be the public, employees, permittees, or his superiors, was his rigid code. He loved to build things, whether it be roads, trails, landing fields, lookout houses or cabins.

During both World War I and World War II, men were scarce. Frequently temporary people were assigned in charge of Districts and often did not show up in directories. This could well mean that some have

not received credit for important assignments. It is believed both Delbert Cox and Abner W. Foskette were in this category about 1942.

Following World War II, practically the entire staff and Ranger force were veterans. The Supervisor and Rangers Higgins and Space were of World War I vintage. Fremming was a retread and the others were briefly out of the latest conflict. There apparently was some attraction for Navy men and if all the Lt. Commanders had been recalled at once, the Nezperce would have been "sunk." The Supervisor, being Army, used devious means to keep that branch ahead numerically if not in rank. Yes, there were some Marines and Coast Guard. William C. A. Enke had been a prisoner of the Germans for 14 months and Glenn Boy was the recipient of a Silver Star award; both were Army.

In the beginning, Rangers were selected more on the basis of their political affiliations than for their other qualifications. This does not mean that many of them were not good men and they must have had their troubles. The public sentiment was against them. They had little to work with, no procedures to follow and did not quite know where they were going.

The first civil service examinations consisted of a written test and a field test. The latter included such things as saddling and mounting a horse, cargoing and packing up some camp equipment, throwing a diamond hitch and using an ax and a saw. The emphasis was on the practical aspects of the job rather than anything very technical. The field test was eliminated in 1917.

The trend since about the mid-Twenties has been more and more toward technically trained college graduates. Now and then someone with a wealth of background experience and native ability does get over the hurdle. Here is the way Delbert Cox managed to become a Ranger. He started in 1930 as a lookout and for the next two seasons was a foreman on trail and tower construction. Next came two seasons as a dispatcher and alternate and then about two years as a CCC foreman. On October 1, 1936, he became superintendent of the Slate Creek CCC camp and continued there and at the O'Hara Camp until April 1, 1942. For the remainder of that year he was acting Ranger on the Middlefork District and then enlisted in the U.S. Coast Guard where he spent three years.

The year 1946 saw Del back on the job as dispatcher for the combined Middlefork-Selway District where he stayed until November 1, 1949, when he became Forest dispatcher. In 1953, after considerable maneuvering, he was permitted to take an aptitude test which he passed with flying colors. He received an appointment as Ranger on the Clearwater. After a brief time in charge of a project sale he became Ranger on the Bungalow District and later went to the Lolo District of the Lolo Forest. He is now retired from the position he last held, that of Regional Dispatcher. It was a long, slow climb, but know-how and perseverance finally paid off.

It requires many people other than Rangers and staff to run a forest. Seldom, if ever, do any of these show up in directories. It is regretted that more oldtimers cannot be included, but they just aren't known any more. Here is a partial list:

R. E. McArdle, retired Chief, Forest Service, and Carl A. Gustafson, one-time Chief of Fire Control in Washington Office, now retired, were members of a resource survey crew on the Clearwater District during the 1923 season; Henry Goodman, trail foreman; John Warden, lookout on Fish Creek for many years; "Bud" Warden, John's son, started as a lookout, then became a machine operator and finally a mechanic; Carl Elmen, an expert blade man and foreman; Bernice McConnell, foreman and jack-of-all-trades; Stanley McKenzie, alternate and foreman; Sid Poppe, foreman; Adam W. Schwoebel, alternate, telephone lineman, foreman, and about everything else, now retired and living in a trailer near Castle Creek where he can still "look after" the place; Alfred Moore, alternate and general handyman; Leonard York, alternate at Red River; George Carter and "Slim" Goforth, many different jobs.

Hugh Eminger, dispatcher; James Steinhouse, dispatcher and several other jobs, now retired; Ed Gray, dispatcher on several Districts; "Gene" Knapp, headquarters fireman, carpenter at Red River and Dixie; Everett F. Vanarsdale, who spent 21 years as lookout on Sheep Hill and was considered an expert at his job. He retired in 1958 and lives in Grangeville.

Sylvan Hart, or "Buckskin Billy," moved to Salmon River in 1932 and worked seasonally as a lookout; "Pete" Klinkhammer came to the area in 1904 and now lives on Shepp Ranch at the mouth of Crooked Creek and has worked at different times for the Forest Service; Leslie Powelson, a native of Dixie since 1905, was a storekeeper, a postmaster and worked for the Dixie District now and then.

Around Riggins at various times could be found "Lark" Alkire, alternate and foreman; Loy Hollenbeak, foreman and now retired; Roy Butzien, headquarters guard and handyman; and Joe Wirt, alternate who transferred from the Lolo and returned there after about 10 years on the Salmon River. Joe was a real jack-of-all-trades and master of several. "Ace" Barton, fire control officer, grew up on a ranch in Hells Canyon and is better than good at battling Salmon and Snake River fires.

Lloyd Butzien, who was alternate for many years at Adams Ranger Station, ran the District for extended periods from time to time when the Ranger was called away on other jobs. Lloyd retired in 1965. Laurence "Speedy" Thompson was a packer of long standing, at least since 1919 when he was employed on the Clearwater Forest.

Fred W. Reimler, who is retired and living in Clarkston, was an alternate in the Selway area where he did a full share of firefighting over the years. To Fred goes much of the credit for completing a new trail along the river to avoid climbing over Teepee Hill on the Selway. The old trail, climbing and winding through the bluffs, was bad and had caused the loss of quite a number of pack and saddle animals. Rolf Fremming once said it was the only trail he was ever on where he could look down on the inside of his saddle horse and see the river.

Paul H. Strand worked mostly as a dispatcher but also worked at many jobs since 1928. Chester W. Curtis has been on the job some 30 years, taking on many different tasks. At present he is doing engineering work. Earl W. Parks, a top timber sale administrator, has been an alternate and filled in on many different jobs. He is presently Deputy Director for Work at the Cottonwood Civilian Conservation Center. Jack Taylor, a handyman with equipment of all kinds, is best known as a patrol operator.

Mark Watkins was a member of the clerical staff during the war years and filled in as administrative assistant on different occasions. Mark was especially good at training new clerks. Lora Vilas, telephone operator at Elk City, did many things not exactly within the title of her job or within official hours. Edward J. Robinette, a son of O. P. of packsaddle-tree fame, works on the Selway District. Jay Miller is remembered as headquarters fireman and ex-officio mayor of Pete King. Both "Cap" Evans and Bert Cramer worked in the Three Links and "62" area during the early Twenties. Bob Bruce worked on the Forest for several years as did Bruce Gray, who migrated to Alaska.

Elbert Hendren, one of the oldtime packers, retired in 1959 and died shortly after. He must have been rather young when he started helping his father, Jeff, but he learned fast and was a full-fledged packer in 1908, moving grub and camp equipment for the railroad surveyors on the Lochsa. No one ever asked Elbert if he could pack something--he could--and did, no matter how awkward it was. He knew all the tricks that mules could think of and outwitted them at their own game. He had one bad habit and that was getting up with the chickens, even in the summertime with its long days.

Ralph Space, Supervisor of the Clearwater Forest, now retired, worked on the Selway in 1924.

This list is far from being complete but others were unknown to the writer or do not come to mind.

Here is a group who started their careers as Civil Service employees on the Nezperce Forest following World War II:

Dale L. Arnold	Glenn L. Boy	A. James Caddis
J. H. "Bud" Coats	John C. Crupper	William R. Driver
Wm. C. A. Enke	John L. Emerson	James H. Freeman
David R. Howard	Lloyd Larson	Fred T. Matzner
Wm. R. Magnuson	Ray W. Miner	John P. McArdle
David L. Owens	Hadley B. Roberts	Kenneth W. Rogers
Karl W. Spelman	Dale S. Thacker	Craig W. Silvernale
Keith M. Thompson	John A. Ulrich	Kenneth I. Young

With so many people employed over the years, some tragedies did occur. In the spring of 1926, William Noble, his wife and young son drowned in the Middle Fork. They were taking a Sunday drive to visit at Pete King when the car went off the road and into the river.

At about the same time, W. P. Hanover was killed while riding the trail from Florence to Wind River. His horse "exploded," as was his habit, and bucked under a tree where a large limb struck Bill in the head, inflicting fatal injuries.

In the late Twenties, Tom Mattison, the alternate at Meadow Creek Ranger Station, was killed or drowned. He was riding down the trail a mile or two below the station when his horse "spooked" and jumped or rolled into the flood-swollen Meadow Creek. The horse survived.

R. L. Space, Clearwater District Ranger, was killed by a falling tree in May 1952. The accident happened in the Cove while Roy and Dale Arnold were looking over the cutting on a timber sale. Unknowningly, they walked into a place where two sawyers had two trees lodged and were cutting a third to knock them down. The day was overcast and sound did not carry so they were much closer than they realized. Dale was in the clear but Roy was caught by one of the trees before he could jump aside.

On August 30, 1961, firefighters Alberg Klingshirn and Louis Watkins were burned to death on the Silver Creek fire when they were trapped by a running fire.

Ralph T. McAvoy, forester, died of a heart attack in the Grangeville hospital on August 31, 1961, as a result of working long hours on the Higgins Ridge fire.

On July 27, 1962, Rodney D. Briscoe was killed when he stepped from a helicopter and walked uphill into the main rotary blade of the helicopter.

On August 8, 1963, Paul A. Wisdom, fire control officer on the Moose Creek District, lost his life through being in the impact area of a 300-gallon load of bentonite fire retardant dropped by a plane. The drop was made on the Elk Ridge fire in that District.

Jerry Payne, Resource Assistant, was killed in an airplane crash on the Clearwater District in October 1966.

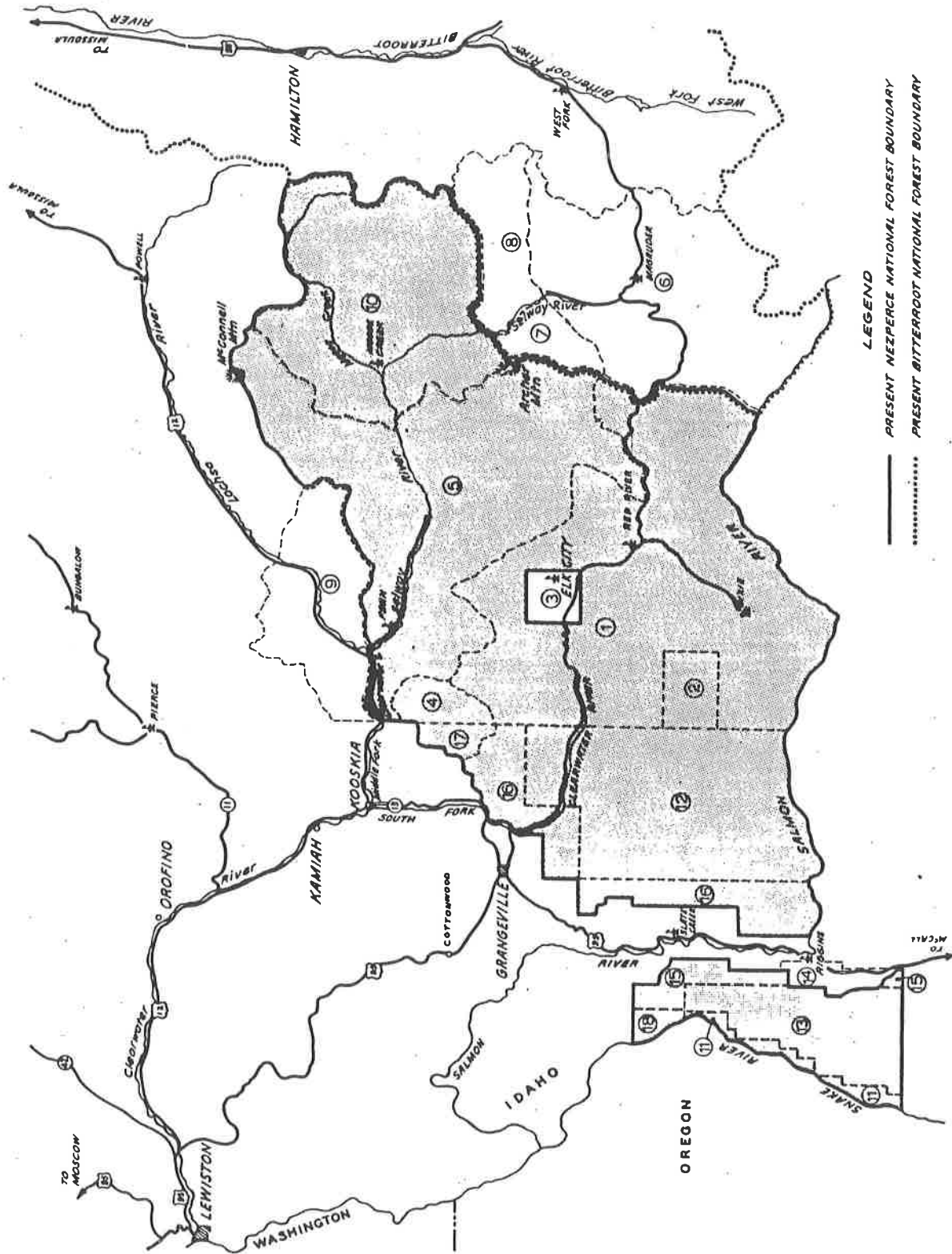
Alfred Safford, Clearwater District Fire Control Officer, suffered a fatal heart attack on the Cotter Bar fire in August 1967.

The traditional practice of giving "Nezperce" belts (hand-tooled by Ray Holes) for going-away presents to Nezperce veterans of three years or more was probably started by committee action rather than by any individual. The first belt, it is believed, was given to James E. Kaufman when he retired about 1946.

Key to Map

1. Bitter Root Forest Reserve, 1897; Bitter Root National Forest 1907; Nezperce National Forest, 1908.
2. Bitter Root Forest Reserve, 1897; Withdrawn from Forest Reserve, 1904; Nezperce National Forest, 1921.
3. Bitter Root Forest Reserve, 1897; Withdrawn from Forest Reserve, 1904.
4. Bitter Root Forest Reserve, 1897; Bitter Root National Forest, 1907; Nezperce National Forest, 1908; Selway National Forest, 1911; Nezperce National Forest, 1934.
5. Bitter Root Forest Reserve, 1897; Bitter Root National Forest, 1907; Clearwater National Forest, 1908; Selway National Forest, 1911; Nezperce National Forest, 1934.
6. Bitter Root Forest Reserve, 1897; Bitter Root National Forest, 1907; Nezperce National Forest, 1908; Bitterroot National Forest, 1931.
7. Bitter Root Forest Reserve, 1897; Bitter Root National Forest, 1907; Clearwater National Forest, 1908; Nezperce National Forest, 1911; Bitterroot National Forest, 1934.
8. Bitter Root Forest Reserve, 1897; Bitter Root National Forest, 1907; Nezperce National Forest, 1908; Selway National Forest, 1911; Bitterroot National Forest, 1934.
9. Bitter Root Forest Reserve, 1897; Bitter Root National Forest, 1907; Clearwater National Forest, 1908; Selway National Forest, 1911; Nezperce National Forest, 1934; Clearwater National Forest, 1956.
10. Bitter Root Forest Reserve, 1897; Bitter Root National Forest, 1907; Clearwater National Forest, 1908; Selway National Forest, 1911; Bitterroot National Forest, 1934; Nezperce National Forest, 1956.
11. Little Salmon Forest Reserve, 1902; Withdrawn from Forest Reserve, 1904; Weiser Forest Reserve, 1907; Nezperce National Forest, 1908.
12. Bitter Root Forest Reserve, 1902; Bitter Root National Forest, 1907; Nezperce National Forest, 1908.
13. Little Salmon Forest Reserve, 1902; Weiser Forest Reserve, 1906; Nezperce National Forest, 1908.

14. Seven Devils Forest Reserve, 1904; Weiser Forest Reserve, 1906; Withdrawn from Forest Reserve, 1907.
15. Seven Devils Forest Reserve, 1904; Weiser Forest Reserve, 1906; Nezperce National Forest, 1908.
16. Bitter Root Forest Reserve, 1905; Bitter Root National Forest, 1907; Nezperce National Forest, 1908.
17. Bitter Root Forest Reserve, 1905; Bitter Root National Forest, 1907; Nezperce National Forest, 1908; Selway National Forest, 1911; Nezperce National Forest, 1934.
18. Weiser Forest Reserve, 1907; Nezperce National Forest, 1908.



REFERENCES - for Mining Chapter:

S. R. Capps. The Dixie Placer District, Idaho. Idaho Bureau of Mines and Geology Pamphlet 48 (Moscow: University of Idaho, 1939).

J. B. Leiberg. The Bitter Root Forest Reserve - Nineteenth Annual Report, U. S. Geological Survey. part 5, (1899).

Waldemar Lindgren. A Geological Reconnaissance Across the Bitter Root Range & The Clearwater Mountains in Montana & Idaho. (U.S. Geological Survey, 1903)

Roland R. Reid. Placer Deposits of the Elk City Region. Idaho Bureau of Mines and Geology. Pamphlet 127 (Moscow: University of Idaho, 1960).

P. J. Sheldon and J. C. Reid. Geology and Ore Deposits of the Elk City, Orogrande, Buffalo Hump, and Tenmile Districts, Idaho County, Idaho. U.S. Geological Survey (Washington; GPO, 1934).

F. A. Thompson and S. M. Ballard. Geology and Gold Resources of North Central Idaho. Idaho Bureau of Mines and Geology Bulletin No. 7 (Moscow: University of Idaho, 1924).

WPA Writers Project. Idaho: A Guide in Word and Picture (Caldwell, Id.: Caxton Printers, 1937).

WPA Writers Project. The Idaho Encyclopedia (Caldwell, Id.: Caxton Printers, 1938).