

NEZ PERCE (Nee-Me-Poo) TRAIL A STUDY REPORT

USDA, FOREST SERVICE

NORTHERN REGION

FEDERAL BUILDING

MISSOULA, MT 59807

In cooperation with the NATIONAL PARK SERVICE

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This report is a study of the Nez Perce (Nee-Me-Poo) Trail to determine its qualifications for inclusion into the National Trail System as a National Historic Trail. As directed by Congress, this is a joint effort by the NATIONAL PARK SERVICE and the USDA FOREST SERVICE.

Summary

As a result of the study authorized by Public Law 90-543 jointly undertaken by the Forest Service and National Park Service and documented by this report, this study recommends:

- A. That the entire 1,170-mile route tracing the flight of the Nez Perce be designated by Congress as the Nez Perce (Nee-Me-Poo) National Historic Trail.
- B. That initial development be composed of trail components on Federally owned land located within the boundary of Federally administered areas, and only on those trail components identified as high potential segments.
- C. That complementing state and locally administered components may be designated by the Secretary of the administering agency as components of the Nez Perce National Historic Trail upon application from state or local government agencies or private interests involved, provided these segments meet National Historic Trail criteria and are administered without expense to the United States.
- D. That the selected Federal and complementing state and locally administered components along the 1,170-mile route be developed eventually to provide a total of 319 miles of trail.
- E. That alignment of the Nez Perce National Historic Trail be as close as possible to the historic route, diverging only as necessary to provide for safety, recreation appeal, economic and political considerations, and to reduce environmental impacts.

- F. That, initially, a maximum corridor width of 200 feet be considered for those components of the trail located on public lands and those components designated as high potential segments.
- G. That a uniform set of standards be developed by the administering Secretary pursuant to requirements of the National Trails System Act to ensure that management practices are well defined and uniformly applied regarding trail development and management, the trail corridor, and general setting.
- H. That in keeping with the intent of the National Trails System Act, the trail be regarded as a simple facility for hiker and horseman.
- I. That the most minimal development standards be employed.
- J. That the use of motorized vehicles on the trail by the general public be prohibited except as specifically recognized.
- K. That interpretive development for the trail be characterized as low key with emphasis placed on self-guiding publications, trailhead orientation/information displays, and simple, sturdy on-trail devices.
- L. That a standardized system of signs be developed to give identity and recognition to the trail.
- M. That in as much as the Forest Service manages the greatest amount of land containing high potential segments, the Secretary of Agriculture have overall responsibility for trail administration.
- N. That the Secretary of Agriculture act in cooperation with heads of other Federal and state agencies, where lands administered by them are involved.
- O. That close coordination be established and maintained among local agencies, Indian tribes, and private organizations and individuals along the route of the trail.
- P. That within 2 years of designation as a National Historic Trail, a comprehensive management plan for development and use be prepared in accordance with requirements of the National Trails System Act and amendments.

I. **Introduction**

A. **Study Authority and Purpose**

Public Law 94-527 of 1976, amended the National Trails System Act of 1968 (Public Law 90-543) to authorize a study of the Nez Perce (Nee-Me-Poo) Trail. The purpose of the study was to determine the feasibility and suitability of designating this trail as a component of the National Trails System. The Forest Service and the National Park Service jointly undertook the study and this report in cooperation with affected Federal, State, and local governmental agencies, private corporations, interest groups, and individuals. In 1978, Congress established a National Historic Trail category via Public Law 95-625, the National Parks and Recreation Act.

This report documents the Nez Perce Trail study and is submitted in fulfillment of the requirements of the public laws mentioned above.

B. **Conduct of the Study**

Requirements set forth in section 5(b) of the National Trails System Act, as amended, received emphasis during the study. These requirements include:

“...such studies shall be made in consultation with the heads of other Federal agencies administering lands through which such additional proposed trails would pass and in cooperation with interested interstate, state, and local governmental agencies, public and private organizations, and landowners and land users concerned. When completed, such studies shall be the basis of appropriate proposals for additional national scenic trails which shall be submitted from time to time to the President and to the Congress. Such proposals shall be accompanied by a report, which shall be printed as a House or Senate document, showing among other things:

1. the proposed route of such trail (including maps and illustrations);
2. the areas adjacent to such trails, to be utilized for scenic, historic, natural, cultural, or developmental purposes;
3. the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic trail; and in the case of national historic trails the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on criteria developed under the Historic Sites Act of 1935;
4. the current status of land ownership and current and potential use along the designated route;1
5. the estimated cost of acquisition of lands or interest in lands, if any;
6. the plans for developing and maintaining the trail and the cost thereof;
7. the proposed Federal administering agency ...;
8. the extent to which a State or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary lands and in the administration thereof; and
9. the relative uses of lands involved, including: the number of anticipated visitor-days for the entire length of, as well as for segments of, such trail; the number of months which such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment, and regulation of such trail."

In addition, the potential for public recreation to impact the preservation of the trail and related historic and archeological features was analyzed in this report and measures proposed to preserve significant historic values.

State Historical Preservation Officers of each state through which the trail passes were consulted regarding historic site occurrence and location.

The following criteria, established in Section 5(b) of the National Trails System Act, as amended, guided the historical and cultural assessment portion of the study:

To qualify for designation as a national historic trail, a trail must meet all three of the following criteria:

- J. It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail should generally accurately follow the historic route, but may deviate somewhat on occasion of necessity to avoid difficult routing through subsequent development, or to provide some route variation offering a more pleasurable recreational experience. Such deviations shall be so noted onsite. Trail segments no longer possible to travel by trail due to subsequent development as motorized transportation routes may be designated and marked onsite as segments which link to the historic trail.
- K. It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far-reaching effect on broad patterns of American culture. Trails significant in the history of native Americans may be included.
- L. It must have significant potential for public recreational use of historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along road less segments developed as historic trails, and at historic sites associated with the trail. The presence of recreation potential not related to historic appreciation is not sufficient justification for designation under this category."

Public participation was achieved by means of workshops held in three regional population centers: Lewiston, Idaho; Missoula, Montana; and Billings, Montana. An informational brochure was developed for use at the workshops. Members of the study team made numerous personal contacts with individuals, the Nez Perce Tribal Council, various government agencies, and other organizations. Throughout the study, written materials were disseminated to persons, organizations, and governmental bodies. A mailing list of 436 entries was developed.

C. **Study Area**

Public Law 94-527 identifies the Nez Perce (Nee-Me-Poo) Trail as "...extending from the vicinity of Wallowa Lake, Oregon, to Bear Paw Mountain, Montana." The 1,170-mile trail is the route used by the nontreaty Nez Perce Indians during the summer and fall of 1877 in their attempt to escape the United States Army and seek peace in Canada. Nee-Me-Poo, also Nimipu, is the traditional name of the Nez Perce and means "the people."

The trail begins in northeastern Oregon, proceeds through northcentral Idaho, and crosses into Montana at Lolo Pass. It follows the Bitterroot Valley south, crossing the Continental Divide into the Big Hole Basin at Gibbons Pass. From the Big Hole it again enters Idaho, crossing the Continental Divide at Bannock Pass. The route traverses eastcentral Idaho in the Lemhi River-Birch Creek Valley, crosses the Camas Meadow country of eastern Idaho, and reenters Montana at Targhee Pass, the last Continental Divide crossing. It then bisects Yellowstone National Park and follows the Clark Fork of the Yellowstone River northward out of Wyoming into Montana. The trail then proceeds north across the plains of central Montana to the foothills of the Bear Paw Mountains, ending approximately 40 miles from the Canadian border.

II. **Description of the Route**

A. **Historical Perspective**

The Nez Perce traditionally were at peace with the white who settled the mountains and valleys of southeastern Washington, northeastern Oregon, and northcentral Idaho. Influenced by increased settlement and mounting public pressure, Washington Territorial Governor, Isaac Stevens, negotiated the 1855 reservation treaty with the Nez Perce chiefs who, in general agreement, inscribed 5,000 square miles of traditional homeland as the reservation.

From 1855 to 1862, non-Indians continued to encroach upon the Nez Perce homeland. When gold was discovered on the reservation, prospectors entered without regard for treaty or reservation boundary and made nearly unbearable the depredations on Nez Perce land, livestock, and the Indians themselves. The United States Government engaged the Nez Perce in new treaty negotiations in 1862 and 1863. Nearly all tribal bands were represented. Feeling that the government was demanding too much, many chiefs refused to sign the treaty of 1863. It is said that some chiefs signed as representing the Nez Perce Tribe, but their authority to do so was contested by Old Joseph (father of Joseph and Ollokot), White Bird, Looking Glass, and other chiefs of the Upper Nez Perce. A political-religious division of the tribe developed. Those who signed were lauded as the Christian "treaty" Indians; those who did not sign became known as the "nontreaty" Nez Perce.

As the nontreaty Nez Perce tried to reestablish on their traditional homeland, settlement of the Snake and Clearwater River bottoms and the Wallowa Valley continued. For 13 years, the Indians had one difficulty after another with the United States Government and its agents. Finally in May 1877, in response to an ultimatum, the nontreaty chiefs decided to move onto the reservation at Lapwai rather than risk war with the Army. Pent-up emotions agitated by 24 years of depredation by miners and settlers, and now being forced to leave their homeland for the reservation, caused several embittered young warriors to ride out and avenge the past deaths of tribal members. The hope for the peaceful move ended and the flight of the Nez Perce began.

B. Route Description

The movements of the Nez Perce along the route described here resulted from situations and circumstances that included: (1) the prevailing military and civilian attitude toward the Nez Perce and Indians in general, (2) the season when orders were given to move upon the reservation, (3) the Nez Perce's knowledge of and reaction to military movements and military installation locations, (4) area topography, (5) the presence of ancient Indian trails and settlers' wagon roads, (6) the location of non-Indian population centers near traditional trails to buffalo country, and (7) the attitudes and convictions of the Chiefs who led the Nez Perce bands.

Forced to abandon hopes for a peaceful move to the reservation at Lapwai, the Nez Perce Chiefs decided initially to seek their Crow allies to the east. When this failed, flight to Canada held the last promise for peace. Thus, the circuitous route described here.

The route described in this report was used in its entirety only once; however, component trails and roads that made up the route bore generations of use prior to and after the 1877 flight of the nontreaty Nez Perce. Trails and roads perpetuated through continued use often became portions of transportation systems, though some later were abandoned for more direct routes or routes better suited for modern conveyances. The abandoned segments can be located today but are often overgrown by vegetation, altered by floods, powerlines, and other manmade structures, or cross a variety of ownerships. Where the elements have erased all traces of the Nez Perce's momentary passing, we have made a best guess judgment where these cross-country portions of the route occurred.

In the descriptions to follow, we address sections of the route beginning with the gathering in Oregon and ending with the surrender site in Montana's Bear Paw Mountains. High potential route segments exhibit the following characteristics: (1) trail integrity (original trail tread); (2) historic integrity (presence of historic sites related to the Nez Perce flight or

culture); (3) significant recreation potential; (4) scenic quality; and (5) significant opportunities for interpretation.

0. **Section 1: Wallowa Valley to Weippe Prairie (northeastern Oregon - westcentral Idaho).**

*"...I said in my heart that, rather than have war I would give up my country. I would rather give up my Father's grave. I would give up everything rather than have the blood of white men upon the hands of my people..."*¹ --Chief Joseph

The Story

Having been decided in council that a move to the reservation was inevitable, families and livestock were gathered and the move to Tolo Lake and the ancient gathering place at Tepahlewam began. These last few days of freedom were marred by the flaring of pent-up emotions precipitating the Salmon River raids, in which several young warriors avenged the deaths of tribal members killed by miners and others during settlement of the Nez Perce homeland.

The Nez Perce bands camped near Tolo Lake knew they must move to more defensible terrain in the event of an Army reprisal. They moved into Chief White Bird's camp on a creek that now bears his name and waited for Army action. Two companies of Army troops arrived at White Bird under General Howard's orders to quell the raids and escort the Indians onto the reservation. In violation of a truce flag, a single shot from a volunteer's rifle began the bloody Battle of White Bird Canyon, a war, and a tortuous journey for the Indians.

In a series of moves and river crossings, the Nez Perce outdistanced the Army and outfought settlers (the Cottonwood Skirmishes), and arrived near the Looking Glass camp on the South Fork of the Clearwater River. The military, under Howard's personal command, circled in behind and above the Nez Perce camps. There, the Battle of the Clearwater confirmed the war between Indian and Army, resulting in many dead and wounded on both sides and a considerable loss of tribal possessions and food. It brought to a head the Indians' need to move, either onto the reservation or to the east to seek asylum with their Crow allies. The latter was decided upon and confirmed at the Kamiah and Weippe Prairie camps.

The Route

The beginning of the trail from the vicinity of Wallowa Lake to Dug Bar on the Snake River was not used in its entirety during the 1877

Nez Perce trek. This Wallowa segment was normally a route between the summer home of Chief Joseph's Wallowa Band and their winter homes in the canyons of the Imnaha, Snake, and Grande Ronde Rivers.

When the orders came for all nontreaty bands to move onto the reservation, the Wallowa Band was at its winter camp on the lower reaches of the Grande Ronde. They gathered at Dug Bar and, with considerable loss of young livestock, crossed the formidable Snake. After ascending to Joseph Plains and crossing the Salmon River, they proceeded up Rocky Canyon to Tephalewam.

It was here, south of present-day Grangeville, that a majority of the nontreaty Nez Perce had gathered to await the final move onto the reservation. And it was here that the 1,170-mile journey of the nontreaty Nez Perce began.

To symbolize the departure from traditional homelands, the gathering of people and livestock, and their move to the ancient gathering place of Tephalewam, the route between Wallowa Lake and this traditional campsite is included in this study.

Several sections of aboriginal trail exist along this route. These have been incorporated into high potential trail segments.

Segment A from Corral Creek to Dug Bar includes both primitive roads and horse trails. A 7-mile segment over Lone Pine Saddle has been named a National Recreation Trail under Forest Service administration. It bisects the northern tip of the Hells Canyon Wilderness in the Hells Canyon National Recreation Area (NRA) ending at Dug Bar on a designated scenic section of the Snake River.

Segment B is the major access from the Salmon River to Tolo Lake and Tephalewam, and was used by the Nez Perce in 1877. This segment up Graves Creek and Rocky Canyon is both road and trail and is located on private land.

Segment C is a 16-mile loop route around the White Bird Battlefield. Seven stops along the loop interpret events of the initial encounter between the Nez Perce and General Howard's soldiers and volunteers. The loop route is managed by the National Park Service as part of the 23-unit Nez Perce National Historic Park. The park was authorized by Congress in 1965, and administered in cooperation with the Nez Perce Tribal Council, Federal, State, and private landowners. Roadside interpretive signs mark the Clearwater Battle Site, the Cottonwood Skirmishes, and Weippe

Prairie. (Appendix A lists National Register sites within this and following sections of the trail.)

1. **Section 2: Weippe Prairie to Travelers' Rest--the Lolo Trail (central Idaho-western Montana).**

*"It is remarkable the average daily march of 16 miles made over the Lolo Trail, when we realize the necessity of climbing ridge after ridge in the wildest wilderness, the only possible passageway filled with timber, small and large, crossed and crisscrossed."*²

The Story

Seeking to avoid further bloodshed, the Indians moved along the Lolo Trail into the Bitterroot Range, hoping to leave General Howard and the war behind them. The arduous 10-day march over formidable mountains and down Lolo Creek was interrupted by a bloodless confrontation with Captain Rawn, his troops, and a complement of civilian volunteers from newly commissioned Fort Missoula.

In answer to Rawn's demand for surrender, the Nez Perce stated, "We are going by you without fighting if you will let us, but we are going by you anyhow." In a bold move, the travelers flanked the log barricade now known as Fort Fizzle and proceeded down Lolo Creek to Travelers' Rest where they entered the Bitterroot Valley.

The Lolo Trail, called the *Khoo-say-na-is-kit* by the Nez Perce, developed from generations of use by them traveling to and from buffalo country. Not until the Lewis and Clark Expedition of 1804-1806 did white men follow its path, opening the way for trappers, traders, miners, and military expeditions of the mid to late 19th century. The route was improved in 1866 to facilitate passage between gold fields in Idaho and Montana. Limited maintenance accounted for the difficult passage of the Nez Perce. Except for the 34 miles from Weippe Prairie east to Willow Ridge, the route used by the Nez Perce is identical to that of Lewis and Clark.

Over a considerable portion of its length, the tread of the Lolo Trail exists nearly as it was 100 years ago. The trail is not usable by the public in its present state, but the Lolo Motorway, constructed between 1930 and 1935, provides access to its remnants. Seldom does the motorway deviate more than a mile from the ancient trail.

Its historic integrity, scenic value, high recreation potential, and interpretive value earmark the Lolo Trail as a high potential

segment of the Nez Perce Trail. In 1978, Congress designated the route of the Lewis and Clark Expedition as a national historic trail.

The Lolo Trail is a National Historic Landmark. Six other sites along the route are listed on the National Register of Historic Places and several nominations to the Register are pending. These sites relate to traditional uses and the 1877 campaign activities of the Nez Perce, or to the Lewis and Clark Expedition. In addition, there are over 50 inventoried sites of historical or archeological interest along the trail.

2. **Section 3: Travelers' Rest to Bannock Pass (western Montana).**

"We understood there was to be no war. We intended to go peaceably to the buffalo country and leave the question of returning to our country to be settled afterward." A recollection by Chief Joseph. ³

The Story

Entrance of the Nez Perce into the western edge of Montana Territory caused anxiety to local residents and settlers throughout the territory, who had not yet recovered from news of the Custer debacle of 1876. With traditional amity, the Nez Perce passed through the Bitterroot Valley and over Gibbon's Pass without incident, much to the relief of the settlers.

Concerned with the Nez Perce's presence in Montana, the Territorial Government organized units of civilian militia and pressured the military commands to pursue the Indians. The Nez Perce, however, considering themselves in peaceful country, enjoyed a leisurely pace ordered by Chief Looking Glass. They stopped at the Big Hole camp on the North Fork of the Big Hole River to rest, gather food, and cut and dry pole for their long trip through the treeless regions of south Idaho.

In the early morning of August 9, Army troops and civilians under Colonel John Gibbon attacked the Nez Perce at Big Hole camp. A 24-hour battle ensued with heavy casualties on both sides. The Nez Perce knew war was now inevitable on all fronts and moved rapidly from the Big Hole battlefield under the leadership of Lean Elk.

Lean Elk had met and joined the nontreaty Nez Perce in the lower Bitterroot where he and his band intended to stay for the summer. He believed *Wahlitits'* premonition and the warning to move rapidly, but could not persuade Looking Glass to hurry through

friendly country. It was not until after the Big Hole that other chiefs recognized the truth of the warning and replaced Looking Glass, who did not regain a position of leadership until after the Cow Island skirmishes.

As the Nez Perce hurried through the upper Big Hole, they had several skirmishes with settlers. Stories of these encounters caused panic in the mining town of Bannack. Residents prepared for war as did the Indians. Rifle pits dug by the Nez Perce near their Horse Prairie camp tell of their vigilance and expectations as they move south over Bannock Pass and reentered Idaho.

The Route

The actual route of the Nez Perce up the Bitterroot Valley is speculative. Historical accounts and local residents generally agree that the Indians followed then-existing trails and roadways on both east and west benches above the river. Apparently the main body of the Nez Perce moved up the west side, with small groups crossing the river at Stevensville, Corvallis, and Skalkaho (Hamilton) to trade. Historians think that when General Howard entered the valley, his command crossed to the east side of the river near Travelers' Rest and paralleled the Indians' route.

The trails and roadways in the Bitterroot were part of a network traditionally used by the Nez Perce to cross the Bitterroot Mountains enroute to the upper Missouri buffalo grounds. As the Bitterroot was the home of the Flatheads, a tribe friendly toward the Nez Perce, their use of these trails is significant.

Early residents of the Bitterroot relate that the old trails, with improved creek crossings, became the original roads. These roads matured into country roads and later into the modern highway system. Thus, U.S. Highway 93 follows the route of the Nez Perce through the valley.

From the Medicine Tree, the trail goes up Spring Gulch into Ross' Hole, over Gibbons Pass, and down Trail Creek to the Big Hole camp on a traditional hunting trail.

A general cross-country route was followed from Big Hole battlefield to the head of Bloody Dick Creek where a hunting trail was again used in Horse Prairie and over Bannock Pass.

There are two high-potential segments, exhibiting similar features (Appendix B Table 1), on this portion of the route. The Gibbons Pass segment has been nominated as a National Recreation Trail by

the Forest Service and National Park Service. The Overland Trail lies in the Beaverhead National Forest across the head of the Big Hole into Horse Prairie.

Local and State historical societies have been active in the Bitterroot and Big Hole Valleys for nearly 100 years, documenting and interpreting sites of many events and places relative to Indian and non-Indian history. Fort Owen, temporarily remanned during the Nez Perce War, is administered as a historic site by the State of Montana. The sites of two temporary forts constructed at Corvallis and Skalkaho have been monumented by local historical societies. Big Hole battlefield is administered and interpreted by the National Park Service. Several sites listed on the National Register of Historic Places are also found in the Bitterroot and Big Hole Valleys.

The Lewis and Clark expedition used the same route as the Nez Perce in the Bitterroot Valley and in a portion of the Big Hole Valley. As stated earlier, the Lewis and Clark route has been named a National Historic Trail under Department of Interior administration. The Continental Divide National Scenic Trail established in 1978 crosses the Nez Perce route at Gibbons and Bannock Passes; this trail is administered by the Forest Service. (Appendix C Figure 1 shows the location of the Nez Perce Trail relative to designated historic and scenic trails.)

3. **Section 4: Bannock Pass to Targhee Pass**

"We could not help realizing the hardship and suffering, yes, and the want that those poor human beings were enduring, all because of man's inhumanity to man..."⁴

The Story

After losing many of their people at the Big Hole, the Nez Perce Chiefs made a considerable effort to reach their Crow allies without further incident. Crippled by the effects of battle, they wanted no more war, and several times passed by white settlements pausing only long enough to secure provisions. The sparsely populated area aided their travel; the barrier of mountains on their left flank added to their security. Only a chance meeting with supply wagons on Birch Creek and the resulting bloodshed marred their journey to Camas Meadows. The lush Camas Meadows country was likely a welcome sight as it offered good water and grazing similar to that of their homeland.

General Howard caught up with the Nez Perce on Camas Meadows, but the Indians took the offensive and acquired nearly all of the Army pack mules. This slowed Howard's advance and allowed the beleaguered Indians to escape over Targhee Pass into the Yellowstone country.

The Route

The bleak high country of the Lemhi-Birch Creek Valley and the northern Snake River plain offered little relief for the dispirited Nez Perce as they followed the old Mormon Missionary Road south out of Junction, and then a cutoff east toward the headwaters of the Yellowstone.

Segments of these wagon roads have persisted through the years. The old Mormon Missionary Road, traceable over most of its length, parallels present Highway 28 in the Lemhi- Birch Creek Valley. Highway 22 follows the wagon road cut-off from the Mormon Road to the mouth of Beaver Canyon on the Corrine-Virginia City Stage Road.

A mile-long segment of the Corrine-Virginia City Stage Road at the Dry Creek Crossing is visible across private land. This segment, when considered as a complement site to the Dry Creek Stage Station, offers the public high potential for historic interpretation and scenic viewing (Appendix B Table 1). In the vicinity of present-day Spencer, Idaho, portions of the Nez Perce route followed what is known as the Bannack Indian Trail.

Little interpretive work has been done along this section of trail where many historical sites are known that relate to area development and the Nez Perce campaign. Most sites occur on private land.

Currently, the Birch Creek skirmish site is the only Nez Perce campaign site commemorated. Local and State groups accomplished the interpretive efforts. Eight National Register sites not related to the Nez Perce occur in this section of the study area.

4. Section 5: Targhee Pass to Clark Fork of the Yellowstone (northwestern Wyoming).

*"...The Chief (Joseph) sat by the fire, somber and silent, foreseeing in his gloomy meditation possibly the unhappy ending of his campaign..."*⁵

The Story

Shortly after entering the then 5-year old Yellowstone National Park, the Nez Perce became confused about which route to take through the wilderness to reach the Crow's homeland east of the Absaroka Mountains. The advice of a prospector and park tourist, whom they had captured, helped guide them across the Absaroka Divide. Once across the divide, they proceeded unaided into the Clark Fork of the Yellowstone Canyon.

General Howard did not immediately follow the Nez Perce through the park but ordered Captain S.G. Fisher and his Bannock Indian scouts to keep track of them. Howard went to Virginia City to replenish supplies and secure livestock lost to the Nez Perce in the skirmishes at Camas Meadows. While in Virginia City, he telegraphed the military in eastern Montana to inform them of the Nez Perce's activities. The strategy was for Colonel Samuel Sturgis and Major Hart to block escape routes into the plains while Howard's forces pushed in from the park.

The Seventh Cavalry under Sturgis was anxious to regain its reputation lost during Custer's defeat. In his haste, Sturgis misjudged the Nez Perce's intentions and ordered his troops to leave their position on the Clark Fork and proceed south toward the Shoshone. His decision allowed the Indians to escape the "Absaroka Blockade."

Their escape did not guarantee the Nez Perce good fortune. They soon learned that the Crows had no intentions of giving asylum or assistance; rather, their intentions were more along the lines of stealing the Nez Perce horses. For the Nez Perce, the only hope for peace seemed to be to follow what the Sioux under Sitting Bull had done a year earlier-- go to Canada. Leaving the box-like Clark Fork River Canyon, the Nez Perce moved northward rapidly, hoping to avoid contact with Howard and his forces.

The Route

A host of scholars and interested persons have studied the trail across Yellowstone National Park and out into the Clark Fork Valley. The route is well documented from West Yellowstone up the Madison, Firehole, and Nez Perce drainages to Mary Mountain and into Trout Creek and the Yellowstone River north of Yellowstone Lake. However, authorities disagree on the trail's location east of Pelican Valley. Either route on the accompanying map appears feasible for purposes of this study. The northern route descends the Absarokas on the Timber Creek Trail but goes primarily cross country; the southern route follows existing trails and descends via the Papoose Creek Trail. From the convergence of these alternative

routes on Crandall Creek, authorities generally agree that the trail proceeds along the southern rim of the Clark Fork Canyon, climbs Dead Indian Hill, and descends to the plains at the mouth of Clark Fork Canyon.

The Yellowstone National Park and North Absaroka Wilderness segments of the Nez Perce Trail appear today much as they did in 1877. Interpretive signs mark many historic sites within the Park and in the Shoshone National Forest; several of these document activities of the Army and the Nez Perce. None of the National Register sites in this section of the study area commemorate Nez Perce culture or activities of the 1877 campaign.

At Targhee Pass, the Continental Divide National Scenic Trail intersects the Nez Perce Trail.

5. **Section 6: Clark Fork Canyon to Judith Gap (northcentral Wyoming- southcentral Montana)**

*"I do not understand how the Crow could think to help the soldiers. They were fighting against their best friends."*⁶--Yellow Wolf

The Story

As the Nez Perce exited the rugged Absaroka Range, their thoughts and efforts focused on the long ride across the central Montana prairies to Canada. They knew the Crows would not claim them as friends, and that the Army would do anything in its power to stop their final flight toward Canada.

When Sturgis realized the Indians had started down the Clark Fork, he hurried to join Howard's forces who had just crossed Yellowstone National Park, hoping to find the Nez Perce stalled ahead of them. Both commanders, marveling at the Nez Perce's escape of the "blockade," realized their shrinking opportunities to catch the Indians before they crossed into Canada. Howard dispatched messengers to Colonel Nelson Miles at Fort Keogh requesting him to move rapidly to the northwest and intercept the Nez Perce before they reached Canada or joined forces with Sitting Bull.

Sturgis, anxious to encounter the Nez Perce, moved ahead of Howard and caught the Indians' rear guard just north of the Yellowstone River. In a brief skirmish, the rear guard effectively held off the much advantaged military force, permitting the Nez Perce's main cavalcade to escape through the rimrocks to the high plains above the Yellowstone.

The trail-weary Nez Perce knew Howard's troops were well behind them but pushed northward as fast as their foot-sore horses could carry them. Only occasionally did parties of Crows harass them, intent on stealing horses.

Traveling through these familiar buffalo hunting grounds, the Nez Perce widened the gap between them and the military. The pace was too swift for Sturgis, who temporarily abandoned pursuit at the Musselshell River to wait for and reunite with Howard. With the Missouri River ahead, the Nez Perce considered the remaining miles to Canada a small hurdle compared to what they had been through the past three months.

The Route

From the foot of the Absaroka Mountains to Judith Gap, the Nez Perce crossed the open prairie in a wide front. This method of travel afforded the Indians opportunities to gather game and find water and forage for their large horse herd. Although their general route is known, the Nez Perce's one-time pass through open country left few, if any, remnants. Wagon roads, generally aligned east-west, were not used to any appreciable extent.

Little has been done to locate and interpret sites relating to the Nez Perce campaign in this section of the study area. The Canyon Creek Battle site and the Musselshell Crossing have been monumented as a result of local and State efforts. All of the historic sites and most of the proposed trail route are on private land. Existing public roads parallel the Nez Perce's route through this entire section, and commemoration by interpretive markers appears feasible. State and local historic societies should continue to work with landowners to locate, document, and interpret high potential historic sites.

The National Register of Historic Places lists many sites in this section of the study area but none relating to the Nez Perce. Two historic routes, the Bozeman Trail (near Bridger, Montana) and the Lewis and Clark Trail (along the Yellowstone River), cross the Nez Perce Trail in this section.

6. Section 7: Judith Gap to the Bear Paws (southcentral Montana - northcentral Montana).

"A young warrior, wounded, lay on a buffalo robe dying without complaint. Children crying with cold. No fire. There could be no light. Everywhere the crying, the death wail...I felt the coming end. All for which we had suffered lost!"--Chief Joseph

The Story

The Nez Perce pushed rapidly through Judith Gap northward. The plains country between the Judith and Snowy Mountains provided good water and forage which gave the Indians' horses a chance to regain their strength. Wild game were abundant. Some of the Nez Perce warriors knew this area, as it was a traditional hunting ground. Trails to the Missouri were easily followed. They stopped briefly at Reed's Post to trade before heading north into the Missouri Breaks. In just 36 hours, the Indians covered 70 miles through the rough breaks country, arriving at Cow Island crossing. This crossing provided easy access to the north bank of the Missouri. The Nez Perce had passed the last major physical barrier between them and Canada.

After establishing camp a few miles up Cow Creek, several Nez Perce rode back to the Cow Island steamboat landing for supplies. Denied their request for provisions, the Indians ran off the landing attendants, took what supplies they needed, and burned the rest. A similar incident occurred near the Nez Perce's Cow Creek camp when freighters with loaded wagons were encountered.

The Nez Perce again placed Looking Glass at their head for the final leg of their flight. Again, against the warnings of Lean Elk, Looking Glass slowed the pace. The Nez Perce were weary, and Howard and Sturgis were several days' journey behind. The Nez Perce did not know of Howard's message to Miles, who was fast closing upon them. The Missouri proved no obstacle to Miles. He chanced upon a steamboat at Carroll Landing and used it to carry his troops across.

Miles' cavalry with a large contingent of Sioux and Cheyennes swept down upon the Nez Perce's Snake Creek camp on September 30. They succeeded in running off most of the Nez Perce horses, but suffered 60 casualties in the initial assault. Seeing that direct assault was too costly, Miles laid siege to the camp.

Miles negotiated daily with the Nez Perce. Joseph of the Wallowa Band was now the only chief left to speak for the Nez Perce. Toohoolhoolzote, Lean Elk, Ollokot, and Looking Glass were dead; White Bird managed to escape past military outposts (eventually getting to Canada). When Howard and Miles stated through interpreters that there would be no more war, Joseph thought he could surrender on his own terms as an equal to the generals. These terms were: should the Nez Perce give up their arms, they would be returned to the Lapwai Reservation with what stock they had left. Joseph's famous surrender speech is a fitting conclusion to the flight of the Nez Perce:

“Tell General Howard I know his heart. What he told me before I have in my heart. I am tired of fighting. Our chiefs are killed. Looking Glass is dead. Toohoolhoolzote is dead. The old men are all dead. It is the young men who say yes or no. He who led the young men is dead. It is cold and we have no blankets. The little children are freezing to death. My people, some of them, have run away to the hills, and have no blankets, no food; no one knows where they are--perhaps freezing to death. I want to have time to look for my children and see how many I can find. Maybe I shall find them among the dead. Hear me, my chiefs. I am tired; my heart is sick and sad. From where the sun now stands, I will fight no more forever.”

The apparent terms for surrender were never kept. Eight years passed before Joseph and a small portion of the 400 Nez Perce who surrendered with him were allowed to return to the Pacific Northwest. Joseph himself never again saw his homeland or the reservation at Lapwai.

Thus ended one of the most dramatic and incredible episodes in Army-Indian warfare on the western frontier.

The Route

The Nez Perce paralleled the Carroll Trail, a freighting road between Helena and Carroll Landing, for several miles in the vicinity of present-day Lewistown. Once they turned north toward the Missouri, the Indians followed a series of open ridges along Dog Creek. West of Cow Island, the Nez Perce followed a long ridge lying immediately south of the river. This ridge ends in rough breaks just above the Cow Island crossing, but nevertheless provided easy access to the river. Cow Island crossing was used for many years by migrating buffalo as well as the plains Indians.

North of the Missouri, the trail up the Cow Creek canyon bottom and the Cow Island wagon road provided direct access to the foothills of the Bear Paw Mountains. Until ascending the glacial plains east of the Bear Paws, the Nez Perce used canyon bottom trails to avoid the piercing winds and watchful eyes of Cheyenne scouts. Once on the high plains, the Nez Perce skirted the foothills of the Bear Paws. The campsite on Snake Creek apparently was selected more for protection from an impending storm than for its virtues as a defensible camp since the Nez Perce thought the Army was several days behind.

Roads now parallel much of the route north of Judith Gap, but the character of the landscape has not changed appreciably in the past

100 years. From the town of Hilger to Winifred, the route parallels a paved road and a branch of the Milwaukee Railroad. Northwest of Winifred, county and Bureau of Land Management roads follow the ridgelines used by the Nez Perce to access the Missouri. North of the Missouri old roads, trails, and county roads parallel the Nez Perce's route to the Snake Creek campsite.

The portion of the trail north of Hilger shows high potential route segment characteristics: exceptional scenery; presence of significant historic sites; opportunities for historic interpretation; and numerous recreation opportunities. Where not erased by modern day uses, location of several trails and wagon roads used by the Nez Perce provides the element of route integrity. The wagon road along Cow Creek affords exceptional opportunities for primitive recreation based on historic interpretation and scenic viewing.

Local and State historical societies in eastern Montana pioneered location and preservation of significant historical sites. The only Nez Perce activity related site interpreted through their efforts is the state administered Bear Paw Battlefield on Snake Creek. (This site is on the National Register of Historic Places.) Other campaign activity sites occur on Federal, State, and private lands but no efforts have been made to preserve or interpret them. Other National Register sites in this section of the study area relate to steamboat and freighting activities on the Missouri River.

The Lewis and Clark National Historic Trail follows the Missouri and is crossed by the Nez Perce Trail at Cow Island.

C. **Nez Perce Trail Environment**

0. **Physical and Biological Features**

- a. **PHYSIOGRAPHY.** The Nez Perce Trail begins in the intermountain northwest, a region of the United States common to Washington, Oregon, and Idaho, where rivers carved deep rocky canyons in the rolling plateau country. The route ascends the main Rocky Mountain chain, crossing the Continental Divide three times. It traverses several high mountain valleys and skirts the northern edge of the Snake River Plain before crossing the geothermal Yellowstone Plateau. It then climbs the Absaroka Range and descends onto the northern Great Plains. Proceeding north across the plains, the trail passes several isolated mountain ranges, winds through the Missouri River Breaks and terminates on the glaciated high plains northeast of the Bear Paw Mountains.
- b. **CLIMATE.** The intermountain region west of the Bitterroot Range and the main divide of the Rockies is influenced

primarily by warm, moist Pacific air masses crossing the continent from west to east. Occasional cold, dry continental air masses moving south across the Great Plains from the Canadian arctic invade this region. Major storms often occur when these air masses collide. As a result of air mass influence, the climate west of the major mountain ranges is warmer, moister, and more stable than that to the east.

Cold air masses from the north and fast-moving Chinook winds from the south influence the Great Plains, causing not only extreme high and low temperatures seasonally but also rapid temperature changes any time of year. Air currents from the Gulf of Mexico have a minor influence on the southern and eastern portions of the study area.

Appendix B Table 2 contains a climatic summary of representative study area communities.

- c. SOILS. The study area contains generally productive soils useful for a variety of purposes. The drier low elevation sites, and the dry to moist soils of the treeless regions provide rangeland and land suitable for dry land grains. Where irrigable, these soils produce grains, hay, and other crops. Farming is confined to gentle and moderately sloping ground. The moist soils of mountain slopes and valleys produce timber and forage, both important to the area economy. These soils can support general farming activities where suitable terrain exists. Soils of high elevation sites and other moist, cold areas are generally suitable only for rangeland, being shallow and having a high percentage of rock.

Appendix B Table 4 outlines various soil order characteristics and locations.

- d. MINERALS. The mountains and valleys in the vicinity of the trail have been known for mineral, metal, and gem production for over 100 years. In Oregon, Idaho, and western Montana, the trail corridor passes near several silver, lead, copper, and gold prospects (but none is included in the one quarter mile study corridor). Several sand and gravel quarries and old gold placers do occur within the corridor. In central Idaho and western Montana, the corridor crosses alluvium with black sands containing ilmenite, monazite, magnetite, garnet, and zircon. While this area is a potential source of titaniferous, radioactive, and other minerals, most of the affected land is in private ownership.

In Wyoming and central Montana, the trail corridor crosses several thin coal seams but none has current activity. Gas and oil reserves are known throughout this area, and the trail passes near the Bridger Basin Oil Field a few miles south of the Wyoming-Montana border. Geothermal activity occurs throughout Yellowstone National Park and in isolated areas such as Lolo Hot Springs in western Montana and Lidy Hot Springs in southern Idaho.

Appendix C Figure 2 gives the location of fossil fuels in the study area.

- e. **VEGETATION.** Climatic, topographic, and soil factors affect the great variety of vegetation found along the trail route. Throughout the study area, the mountains have a cover of pine, fir, and spruce. In the western mountains, cedar and hemlock are common, but these species disappear in the drier mountain climates of Wyoming and Montana. Here and in the Missouri Breaks, Douglas-fir, ponderosa and lodgepole pine, and juniper dominate the forest overstory. Mountain meadows intermingle with the moist western forests. These meadows generally contain camas, a liliaceous plant whose bulb was a principal food of the Nez Perce.

The plains of eastern Oregon support wheat grass mixed with fescue, bluegrass, and sagebrush. Sagebrush and needlegrass dominate the dry cool plains of eastern and southern Idaho. The prairies of northern Wyoming and central Montana have covers of grama, wheat grasses, and fescues. Streamside vegetation is typically riparian, with cottonwood, birch, willow, and dogwood most common in the overstory.

Vegetation changes have resulted from grazing and cultivation. Hay, grain, and irrigated crops have replaced native prairie grasses. Exotic grass species have been introduced to increase rangeland production. Timber management activities have had a significant influence on vegetation in some parts of the study area.

- f. **FISH AND WILDLIFE.** A great abundance and diversity of fish and wildlife species characterize the study area, with marked contrast between species found in eastern and western portions.

Similarities occur in water quantity and quality, but anadromous species (salmon and steelhead) dominate the fishery west of the Continental Divide, while native and

introduced trout and some warm water species (sturgeon and paddlefish) occur in Wyoming and central Montana.

Big-game species common throughout the study area include elk, mule deer, whitetail deer, moose, and black bear. Cougar, mountain goat, and Rocky Mountain sheep occupy the mountains, with pronghorn antelope specific to the prairie country. Common game birds include the chukar, gray partridge, ring-necked pheasant, blue grouse, ruffed grouse, sharptail grouse, and sage grouse.

The study area has large seasonal populations of migratory waterfowl including Canada, blue, and snow geese and numerous species of ducks. The region includes portions of the Pacific and Central flyways.

Many species of nongame birds and mammals occur in the study area. Most are common, but several appear on threatened and endangered lists prepared by the states and United States Fish and Wildlife Service. The study area includes grizzly bear habitat. Appendix B Table 3 lists these species by state.

1. Social and Economic Features

- a. POPULATION. Portions of four states and 23 counties are in the study area:
 1. Oregon. Wallowa County.
 2. Idaho. Clark, Clearwater, Freemont, Idaho, Lemhi, Lewis Counties.
 3. Wyoming. Park, Teton Counties.
 4. Montana. Beaverhead, Blaine, Carbon, Fergus, Gallatin, Golden Valley, Judith Basin, Missoula, Park, Phillips, Ravalli, Stillwater, Sweetgrass, Wheatland, Yellowstone Counties.

Four Standard Metropolitan Statistical Areas (SMSA's) occur within 200 miles of the trail corridor. These SMSA's, shown relative to the trail location in Appendix C Figure 3, contain 12 percent of the total four-state population.

The population in the study area is predominantly white. Of the minority population, about 50 percent are Native Americans and about 30 percent are Blacks. Population data are summarized in Table 5 Appendix B.

- b. POPULATION DYNAMICS. Those counties in the study area that had substantial population increases between 1960-1970

(Gallatin, Missoula in Montana; Clearwater in Idaho) tended to be more urban in character. These counties represent areas where manufacturing, government, and trade are primary employers. Fourteen of the 23 counties showed population decreases between 1960-1970. The area has been characterized by net out migration, primarily because of reliance on agriculture as the major economic base during a period when agricultural employment declined because of increasing mechanization. The reduction of farming units in the area has negatively affected growth in many small towns. These declines in small agricultural trade centers reflect their inability to compete with large centers for new farm-related business enterprises. Appendix B Table 6 summarizes some socio-economic factors in the study area.

- c. EMPLOYMENT. Government and manufacturing are the leading employers in the study area, with wholesale and retail trade important. The wood products industry is a major contributor to the area's economy; coal extraction ranks high as a potential contributor in eastcentral Montana. Farm employment remains relatively important in the more rural counties. Employment numbers for selected counties are displayed in Appendix B Table 7.

D. **Recreation Resource**

Numerous opportunities for outdoor recreation exist throughout the study area. Several Federal agencies provide a land base for recreational pursuits, and the state park departments of Idaho, Oregon, Montana, and Wyoming also furnish primary recreation opportunities for the public. Three Indian reservations, various county/municipal districts, and the private sector administer secondary recreation resources Appendix D describes the recreation resources in the study area. Following is a summary of administrators of the recreation resource in the study area.

0. Forest Service

The Forest Service administers approximately 25 million acres of land contained in 13 National Forests in Oregon, Idaho, Montana, and Wyoming. The four-state area also contains 14 units of the National Wilderness Preservation System and the Hells Canyon National Recreation Area administered by this agency.

1. Bureau of Land Management

The Bureau of Land Management administers about 20 million acres of National Resource Lands in Idaho and Montana, including four recreation areas in Montana and two reservoir recreation areas in Idaho.

2. Bureau of Reclamation

In the study area, Bureau of Reclamation projects include four reservoir recreation areas in Idaho, two reservoirs in Montana, and three reservoirs in Wyoming.

3. National Park Service

The National Park Service administers about 2.3 million acres of land in the study area including Yellowstone National Park and Bighorn Canyon National Recreation Area Wyoming, and Big Hole National Battlefield in Montana. In addition, this agency administers 23 sites comprising the Nez Perce National Historical Park in Idaho.

4. Fish & Wildlife Service

Administration of the National Wildlife Refuge System is a primary responsibility of this agency. About 1 million acres of National Wildlife Refuge lands occur in the study area. Nine areas are located in Montana and one in Idaho.

5. Army Corps of Engineers

The Corps administers Dworshak Dam Reservoir and adjacent lands in Idaho, and Fort Peck Dam and Lake in Montana.

6. Indian Reservations

The Crow, Fort Belnap, and Nez Perce Indian Reservations provide recreation opportunities for native Americans and the general public.

7. State Department of Parks and Recreation

Sites providing a variety of recreation opportunities are administered by the four states in the study area. Montana administers 18, including a State Recreation Trail; Idaho administers four; Oregon and Wyoming each administer two.

8. The Nature Conservancy

Most lands acquired by or donated to the Nature Conservancy are transferred to other private, state, or Federal agencies. However, the Conservancy manages six preserves within the study area. Visitors are allowed on a permit or permission request basis.

In addition, a limited number of county sites supplement Federal and State recreation areas, and about 700 private recreation sites provide for outdoor activities.

The study area contains three designated Wild and Scenic Rivers (the Snake; Middle Fork of the Clearwater, including the Lochsa; the Missouri) and two proposed (the Salmon and Clark Fork Canyon). The area also includes the Continental Divide National Scenic Trail and the Lewis and Clark National Historic Trail.

E. **Land Use**

Land uses along the trail area include agriculture, forestry, residential, recreational, commercial, and industrial uses. Agriculture and forestry dominate the uses. Residential, commercial, and industrial development occur principally near urban centers. Representative land uses are displayed in Appendix E Table 1.

Thirty-three percent of the 1,170-mile route is on Federal land. The Forest Service administers 20 percent of this; the remaining 13 percent are National Park and National Resource lands. Appendix E Table 2 displays land ownership. Only 2 percent of the private land along the trail is on the Nez Perce Indian Reservation. Appendix E Table 5 displays land ownership by state.

The nine high-potential route segments comprise 464 miles (40 percent) of the 1,170-mile trail. Mileage and ownership of the high potential segments are displayed in Appendix E Table 3.

Table 4 (Appendix E) displays the makeup of the trail in miles by state. (County road mileage was totaled with “seasonal and other roads” mileage for Oregon, Montana, and Wyoming.) With the exception of segments along major highways and county roads, much of the trail is accessible for public travel only during the summer and autumn due to snow and mud conditions. The study team estimates that 100,000 people would visit the trail or one of its interpretive sites during the 3-month season when portions of the trail are easily accessible. Additional use would be coincidental with travel to and from other attractions, especially in Yellowstone National Park and along major highways.

III. **Historical and Cultural Assessment**

A. **Historical and Inspirational Significance**

General Sherman called the saga of the Nez Perce “the most extraordinary of Indian wars.” Precipitated into a fight they did not seek by the rash actions of a few revengeful braves, some 750 "nontreaty" Nez Perces fought for their lives in two pitched battles in Idaho, then sought escape

from the pursuing Army. Their circuitous route through four states, dictated by topography and strategy, measured over 1,100 miles. From first to last, a warrior force never exceeding 250 fought some 20 engagements with pursuing forces that, in sequence, totaled some 2,000 soldiers plus uncounted civilian volunteers and Indian auxiliaries.

The Nez Perce campaign, with its series of battles and skirmishes, yielded greater casualties than the Battle of the Little Bighorn. About 300 of the 750 fugitive Nez Perce-- men, women, and children--died before reaching the Bear Paw Mountains, or shortly thereafter as prisoners.

The Nez Perce campaign was a "Freedom Flight," a life-or-death effort by peaceful people, demonstrably wronged, to escape from their violated homeland to seek distant lands in which they might again live their own lives. Their fighting was defensive, not aggressive. The fact that they were officially branded "hostiles" and their superb effort rendered futile does not obscure the tragedy of people being denied freedom by those who themselves cherished it.

There is irony in the tragic fate of the Nez Perce. In contrast to the behavior of some other tribes, their deportment was exemplary. Their help to Lewis and Clark assured the success of the famed explorers. Fur traders admired the Nez Perce. They were the first Indians in the Pacific Northwest to request missionaries. When miners and ranchers invaded their domain, they exhibited great patience despite mounting abuses while looking in vain to the Government for justice. Numbers of their white contemporaries testified to the good character of the Nez Perce. Even in battle, the Nez Perce followed a relatively civilized code of conduct, refraining from scalping and torture and generally avoiding attacks on the citizenry.

The ambiguity of official policy and public attitudes toward Indians whose lands were coveted were dramatically illustrated in the Nez Perce episode. Official policy blew hot or cold according to the winds of public opinion and theories of incumbent politicians. The prevailing attitude among miners and settlers was denial of Indian rights. It is interesting, however, that national sentiment was in sympathy with the Nez Perce, and it grew in proportion to the military action against them. Public moral support for the defeated Indians notwithstanding, official policy remained oppressive. Rather than honoring General Miles' promise to Chief Joseph to return survivors to their homeland, the Government sent him and his followers into an exile where hardship and disease rapidly decimated them.

An inspirational element vividly confounding claims that Indians were "ignorant savages" was the amazing capability demonstrated by the peaceful Nez Perce for conducting retreat warfare against overwhelming odds. Exceptional intelligence, courage, endurance, and marksmanship

were shown in the strategy and tactics improvised by the Nez Perce under stress. In the course of their flight, they repeatedly confounded the Army with chessboard stratagems, distracting raids, diverting attack by decoy. They demonstrated their ability to entrench and withstand siege, and expertly used wide-ranging scouting parties. Their amazing recovery from attack to become themselves attackers at Big Hole is unique in military annals. Howard and Miles, the pursuing generals, were unstinted in their praise of Nez Perce fighting skills.

The Nez Perce had yet another asset, not unrelated to the basic motivation of freedom. They had exceptionally strong loyalty to tribe and family that helped them persevere without thought of surrender until all hope vanished a relatively few miles from safety in Canada. It seems incredible that the dwindling force of warriors continued to travel on marathon forced marches with some 2,000 horses and 500 noncombatants--the elderly, sick and wounded, women, children, and newborn babies. The freedom sought by the Nez Perce was real; it meant survival of their families and their tribal identity.

The inspirational story of the Nez Perce's flight and fight for freedom and identity has meaning and significance for this and future generations.

B. Recreational Potential

From the deeply incised Columbia Plateau, across the Continental Divide and a succession of ranges, canyons and valleys, through forest and plains, across thermal areas and mighty rivers, the Nez Perce Trail winds through some of the most rugged and spectacular scenery in western America. Yet the route was not chosen by the Nez Perce for its scenery. From Fort Fizzle onward, expediency and strategic advantage dictated their course. While modern travelers enjoy the vast scale and scope of the setting of the Nez Perce flight, following the Indians' route can also offer opportunities to relate geographic factors to the stratagems of retreat and pursuit.

The Nez Perce Trail cannot be followed in its entirety by wheeled vehicles. Except for portions where existing roads coincide with or intersect the Indians' route, the trail is in rugged country largely inaccessible to vehicles. Neither historic continuity of trail use nor accessibility is a standard of the trail's significance, however. Rather its historic value is enhanced, not diminished, by the fact that much of the Nez Perce Trail has been spared pavement and other imprints of modern use. More than a century after the epic event, the flight of the Nez Perce still awaits full recognition and offers discovery.

The combination of scenic and historic factors promises to make travel over the length of the Nez Perce route a unique inspirational experience. A few travelers might trace its length in one long journey; the majority will

probably follow parallel existing roads or note points of intersection. New or improved hiking trails will ease travel over many of the hidden or forgotten portions of the historic route. In some localities where the precise route of the Indians is debatable, hikers and historians will have the opportunity to explore and propound their own theories of discovery.

IV. Findings & Recommendations

The route used by the Nez Perce in their 1877 flight for freedom merits national recognition, commemorating the unique significance of this event in American history. The trail provides outstanding natural, historic, and scenic attractions to capture the interest and imagination of all visitors.

Relative to the concepts set forth in the National Trails System Act and criteria for National Historic Trails, the findings of this study indicate that the Nez Perce Trail has qualities in abundance necessary for its designation as a National Historic Trail. Designation will symbolize and preserve, in a way no other means can, a nationally and culturally significant episode in American and native American history. It will further provide a variety of recreational and interpretive opportunities for a substantial number of users. Therefore, this study recommends the entire 1,170-mile route be designated by Congress as the Nez Perce (Nee-Me-Poo) National Historic Trail.

A. Designation

Development should focus on the high potential segments of the trail as described in Section II.B., Description of Route, starting on page 5 of this study report. The following priority is recommended:

Priority 1. Development would be composed of trail components that are (1) Federally owned lands within high potential segments located within Federally administered areas.⁸ (2) Concurrently the states and/or local governments may coordinate development on their lands or secure rights-of-way for those trail components located on private lands within the high potential segments.⁹

Priority 2. This trail report recommends that the comprehensive management plan¹⁰ for an approved Nez Perce (Nee-Me-Poo) National Historic Trail examine potential cooperative agreements and acquisition of interests as provided for in section 7(e) of Public Law 90-543. The plan should also make recommendations for other trail components that are not part of a high potential segment but are located on Federally owned land.¹¹

B. Trail Alignment

The recommended alignment for the national trail adheres as closely as possible to the historical route, but in the interest of public safety and

general recreation appeal, some divergence can and will be accommodated. Economic and political feasibility and reduction of environmental impacts may also require some variation from the historical route at selected locations. When the trail passes through a management unit with a more restrictive¹² management policy, the trail should adhere to the more restrictive criteria or be relocated to a more reasonable and acceptable alternate location.

Including already developed rights-of-way into the trail will reduce costs and environmental impacts, with little sacrifice in the quality of the trail experience. Existing rights-of-way are of several kinds. They consist of (1) trails located in National Forests and National Parks and on the public domain; (2) use of existing primitive roads for trails within Federally owned lands; and (3) in one location, possible future use of a railroad right-of-way. In a limited number of areas where other alternatives are not available, the route would follow major roadways and would essentially be an interpretive experience provided by existing and new roadside turnouts. However, most roads included are of a primitive nature and would offer recreation experiences not too different in quality from those extended by a traditional hiking and riding trail.

C. **Rights-of-Way Acquisition**

A maximum corridor width of 200 feet is considered sufficient to develop, mark, buffer, and protect the immediate vicinity of the trail. In many cases it may be impossible to achieve the maximum 200-foot corridor width; however, the goal should be the minimum necessary to permit adequate access and to preserve the integrity of the trail and the quality of the trail experience. Use of a 200-foot corridor through private lands identified as high potential route segments would involve about 3,360 acres. Should right-of-way acquisition be desired, Appendix F, provides the easement needs and costs for high potential segments in acres by county and state.

In keeping with section 7(e) of the National Trails System Act, the lands involved in such rights-of-way would need to be acquired in fee only if other methods of public control are not possible or are not sufficient for the purposes of their designations as segments of the National Historic Trail. Preferably, the necessary right-of-way could be acquired by means of negotiated agreements with landowners, land exchange, purchase of easements, and other appropriate means. The authority to condemn this type of interest in land is not authorized.

It is recommended that those agencies administering public lands on which the trail crosses establish a minimum 200-foot trail corridor. A uniform set of standards should be developed by the administering Secretary to insure that guidelines for management practices are well

defined and uniformly enforced with respect to managing and protecting the 200-foot trail corridor.

D. Trail Standards

0. Development

Establishment of the trail should recognize the need for flexible standards to accommodate different kinds of terrain and varying kinds and degrees of use. Sufficient latitude is also desirable in order to allow the development and operation of the trail to comply with established management objectives of the agencies and others administering areas along the trail. It is recommended that the most minimal development standards consistent with these circumstances be employed. In keeping with the National Scenic and Historic Trails concept, the trail should be regarded as a simple facility for the hiker and horseman. As a reference for estimating costs (see Section G, page 42), the following suggested maximum level of development was used:

Development along the trail would be based upon certain general criteria: (1) there would be no development provided in wilderness or primitive areas; (2) elsewhere, facilities would be at least several hundred yards off the travel route in an effort to preserve the immediate environment of the trail; (3) existing campsites would be expanded or improved to serve these purposes wherever feasible; and (4) they would not be equipped with shelters.

Across certain of the more lightly used and open rangelands, establishment of the trail would involve little more than directional marking with little or no actual tread development. At the other end of the spectrum, the initial development or upgrading of trails in areas involving mountainous terrain which combines ruggedness, erosion, and heavy user traffic requires higher engineering standards reflecting those conditions. The advisability of keeping long-range maintenance needs and costs to a minimum should also have a strong bearing on the selection of construction standards.

The trail would, however, have minimal standards regarding tread width, clearances, and other dimensional factors. General standards would include a tread width of 18 to 24 inches with a maximum unobstructed pathway 10 feet high and 7 feet wide. These suggest the development of "well engineered game trails," and over most of its distance would aptly describe the planned makeup of the proposed Nez Perce National Historic Trail.

The trailheads should be spaced approximately 2 days or from 20-25 miles apart with intermediate primitive campsites roughly a

day's travel apart. Trailheads would provide vehicle and trailer parking, overnight camping, water, sanitation, and stock unloading and holding facilities. The primitive on-trail campsites would provide camping areas, water and simple sanitary facilities only. For those initially designated portions of the trail, nine trailheads and five primitive campsites would be required. Total cost estimates for the trailheads are based on each family unit which includes related facilities such as designated parking, vault toilets, water, picnic tables, fire grills, hitch racks and stock unloading facilities. Cost for each family unit would approximate \$11,700 (1982). The primitive campsites would accommodate 10 tent units per night. A toilet, hitch rack or corral may be provided and the total cost would be approximately \$2600 (1982) per tent unit.

1. Interpretation

No more major multi-media interpretive centers are recommended. Big Hole National Battlefield and the Nez Perce National Historical Park visitor centers provide an adequate means of providing an interpretive overview of the Nez Perce culture and their flight for freedom in 1877. At a limited number of sites or areas of significant interest (related to either natural or historical topics), a moderate level of onsite interpretive displays or media presentations could be considered. However, the general criteria for overall interpretive development for the trail would be characterized as low key. Emphasis will be placed on self-guiding publications (trail guides), trailhead orientation/ information display exhibits, and simple, sturdy trailside interpretive devices. A standardized system of signs employing the trail logo should be developed to provide destinations and mileages as well as to give the necessary trail identification.

E. **Motorized Vehicle Use**

National Scenic and Historic Trails are intended to be established primarily for hiking and horseback riding; motorized vehicular use by the general public is specifically prohibited by the National Trails System Act.¹⁴ This does not pertain to those portions of the route on Federal, State, and county roads and rights-of-ways where highway use obliterated the historic trail. These portions would be suitably marked with an appropriate emblem such as those used along highway sections of the Lewis and Clark, Mormon, Pioneer and Oregon National Historic Trails.

Occasional vehicular use of National Historic Trails (e.g., livestock management on National Forest and/or National Resource lands) is provided for in the Act as long as such use does not interfere with the nature and purpose of the trail, and use is subject to regulations governing

it. "Roads" of this type are generally no more than wheel tracks and do not detract from recreational experience quality. In this regard, the land administering agency and this report recommend the inclusion of approximately 64 miles of existing primitive road right-of-way in the proposed alignment of the Nez Perce Trail. Such routes are as follows:

--**Oregon.** The 4.2-mile jeep road from Tulley Creek Ranch to the Imnaha River.

--**Idaho.** The 7.8-mile Billy Creek Road from Joseph Plains to the Salmon River.

--**Wyoming.** The 5.5-mile Nez Perce Creek Road in Yellowstone National Park.

--**Montana.** The 8.1-mile Woodhawk Ridge Jeep Road from Woodhawk Creek to the Missouri River.

Therefore, Congress may wish to specifically recognize such coincidental use in any legislation establishing the trail subject to the following: the trail managing agency must find that such use would not impair the values for which the trail was established; that such use would not pose damage to natural and environmental values or affect historic and archeological resources and their setting; that such use would not be a safety hazard to hikers or horseback riders; that such use would be compatible with other management objectives for the areas; and finally, the Advisory Council to the trail should deem it appropriate.

A special case, involving the use of the trail by motorized vehicles, is found along the 112-mile segment of the historic Lolo, Lewis and Clark, and Nez Perce Trails. Coordination between the recently established Lewis and Clark National Historic Trail, development of its comprehensive management plan, requirements of Public Law 90-543, and the Nez Perce National Trail Comprehensive Management Plan will be required.

F. **Administration and Coordination**

Inasmuch as the Forest Service manages the greatest amount of land within the high potential segments, it is recommended that the Secretary of Agriculture have overall responsibility for administration of the proposed Nez Perce National Historic Trail.

The successful implementation of the trail plan will require the assistance from the many Federal, State, municipal, and private interests associated.

In accordance with the National Trails System Act, an Advisory Council should be created to assist the responsible Secretary in the administration of the trail.

G. Costs*

The capital cost of establishing the initial 464 miles of high potential segments of the Nez Perce Trail has been estimated at \$9.3 million. A breakdown of these 1982 costs follows:**

200-Foot Right-of-Way Acquisition:

Program Direction, Technical Cost	\$1,537,752
Easements (90% of fee)	6,253,800
New Trail Development	384,800
Upgrading Existing Trails	390,000
Marking of Entire Route	130,000
Facility Development(Trailheads, Primitive Campsites)	585,000

Operating and maintenance costs have been estimated at \$95,200 annually for the initial high potential segments.

* Figures reached by R. Dougherty were trended using file data: no fieldwork done upward to reflect costs as of January 1982 by Region 1 Appraiser P. Tittman.

**Rex E. Dougherty, Chief Appraiser
Pacific Northwest Region, National Park Service, Seattle, Washington

(These cost estimates were made for the maximum development considered feasible)

H. Comprehensive Trail Plan

Pursuant to Section 5(e) of the National Trails System Act, Public Law 90-543, the responsible Secretary shall prepare and submit to the Committee on Interior and Insular Affairs of the House of Representatives within 2 fiscal years of enactment a comprehensive plan for the management and use of the trail. This will require full consultation with the involved Federal land managing agencies, governors of Oregon, Idaho, Montana, and Wyoming, the Nez Perce Tribal Executive Committee, the Advisory Council as established for the Nez Perce (Nee-Me-Poo) National Historic

Trail, and with respect to historic and archeological properties, the Advisory Council on Historic Preservation.

In addition to items concerning objectives and practices to be observed in trail management and trail marking requirements given in Section 5(e) of the National Trails System Act, the comprehensive management plan will address the following items:

- --Identification of non-Federal lands outside of the high potential route segments needed for access to the National Historic Trail, development of trailhead and trailside facilities, and protection, interpretation, and visitor use of historic sites.
- --Any complementary state and local components, not limited to those described in this report. Those components found to qualify shall be designated by the Secretary of Agriculture as parts of the National Historic Trail, provided they are administered without expense to the United States.
- --The plan shall recognize the need for habitat and visitor use management with respect to endangered species. Grizzly bear habitat shall be identified, and conditions for visitor use of the trail specified.
- --Where segments of the Nez Perce route have been designated by the Congress and such segments are within existing wilderness and other more restrictive forms of management, the trail shall be administered with the requirements of wilderness management and/or other such management.
- --The plan will indicate how the national identity of the trail shall be preserved and made known to trail users, consistent with the nationally recognized signing system.
- --The plan will address the relationship and alternatives for interconnecting portions of the Oregon and Lewis and Clark National Historic Trails, and the Continental Divide National Scenic Trail. Planning efforts shall be fully coordinated with the Secretary responsible for administration of each national trail and the Advisory Board established for each trail.

Footnotes

1. Chief Joseph. Chief Joseph's Own Story. p. 15. Joseph was a Chief of the Wallowa Band of the Nez Perce.
2. Brady, Cyrus T. Northwest Fights and Fighters. p. 20- 21. An account of General Howard's passage over the Lolo Trail.
3. Chief Joseph. Chief Joseph's Own Story. p. 19.
4. McCreery, H.C. Reminiscences of the Nez Perce War in 1877 in Idaho Territory. p. 6.

5. Guie, Heister D. and L.V. McWhorter. Adventures in Geyser Land. p. 223. Memories of Mrs. George E. Cowan, a park visitor from Radersburg, Montana, who was captured and released by the Nez Perce.
6. McWhorter, L.V. Yellow Wolf, His Own Story. p. 194. Yellow Wolf was a Nez Perce Warrior.
7. *ibid.* p. 212.
8. As consistent with the National Trails System Act (Public Law 90-543) as amended by Public Law 95-625, the National Parks and Recreation Act of 1978, 92 Stat. 3511; 16 USC 1242: "Only those selected land and water based components of a historic trail which are on Federally owned lands and which meet the National Historic Trail criteria established in this Act, are established as initial Federal protection components of a National Historic Trail."
9. Public Law 90-543, National Trails System Act, Section 7: "Where the lands included in a National Scenic Trail right-of-way are outside of the exterior boundaries of Federally administered areas, the Secretary charged with the administration of such trail shall encourage the states or local governments involved (1) to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary trail right-of-way, or (2) to acquire such lands or interests therein to be utilized as segments of the National Scenic Trail: provided, that if the State or local governments fail to enter into such written cooperative agreements or to acquire such lands or interests therein after notice of the selection of the right-of-way is published, the appropriate Secretary may (i) enter into such agreements with landowners, states, local governments, private organizations, and individuals for the use of lands for trail purposes, or (ii) acquire private lands or interests therein by donation, purchase with donated or appropriated funds or exchange in accordance with the provisions of subsection (g) of this section. The lands involved in such rights-of-way should be acquired in fee, if other methods of public control are not sufficient to assure their use for the purpose for which they are acquired."
10. The National Parks and Recreation Act of 1978, 92 Stat. 3515, 16 USC 1244: "Within 2 complete fiscal years of the date of enactment of legislation designating a National Historic Trail or the Continental Divide National Scenic Trail as part of the system, the responsible Secretary shall, after full consultation with affected Federal land managing agencies, the governors of the affected states, and the relevant Advisory Council established pursuant to section 5(d) of this Act, submit to the Committee on Interior and Insular Affairs Resources of the Senate, a comprehensive plan for the management, and use of the trail, including but not limited to, the following items: "(1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, details of any anticipated cooperative agreements to be consummated with State and local government agencies or private interests, and for National Scenic or National Recreational Trails an identified carrying capacity of the trail and a plan for its implementation; and "(2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 7(c) of this Act."

11. Such connecting trails and land need not be limited to public lands (Section 6 Public Law 90-543).
12. For example, where the trail traverses wildernesses, the more restrictive criteria of wilderness apply (Wilderness Act, 1964). Alignment would also be affected in those areas where threatened and endangered plants and animals need consideration in trail development.
13. The interpretive displays at Bear Paw battlefield provide an example of a moderate level interpretive presentation.
14. Public Law 90-543, 82 Stat. 923, section 7(c).

Appendix A: HISTORICAL REGISTER SITES

NATIONAL REGISTER SITES

NAME	COUNTY	NAME	COUNTY
Oregon			
First Bank of Joseph	Wallowa	Fort Owen	Ravalli
		Billings Chamber of Commerce Building	Yellowstone
Idaho			
Birch Creek Rockshelters	Clark	North Austin House	Yellowstone
		O'Donnell, I. D. House	Yellowstone
Weippe Prairie	Clearwater	Parmly Billings Memorial Library	Yellowstone
		Hoskins Basin	
Musselshell Meadows	Clearwater	Archeological District	Yellowstone
Canoe Camp	Clearwater	Pictograph Cave	Yellowstone
Pierce	Clearwater	Pompey's Pillar	Yellowstone
Pierce Courthouse	Clearwater	No National Register	Golden Valley
Lolo Trail	Clearwater	No National Register	Judith Basin
Nez Perce National Historical Park	Clearwater	No National Register	Phillips
Lolo Pass	Idaho	No National Register	Stillwater
Weis Rockshelter	Idaho	No National Register	Sweet Grass
Tolo Lake on Camas Prairie	Idaho	No National Register	Wheatland

East Kamiah Site	Idaho		
Asa Smith Mission	Idaho		Wyoming
Lewis and Clark Long Camp	Idaho	Horner Site	Park
Whitebird Battlefield	Idaho	Wapiti Ranger Station	Park
Clearwater Battlefield	Idaho	Buffalo Bill Dam	Park
Cottonwood Skirmishes	Idaho	Pahaska Tepee	Park
Burgdorf	Idaho	Irma	Park
Whitebird Grade	Idaho	TE Ranch Headquarters	Park
Wylie's Peak Lookout	Idaho	Colter's Hell	Park
Kamiah Church	Idaho	Dead Indian Camp Site	Park
Sue McBeth Cabin	Idaho	Buffalo Bill Statue	Park
Jim Moore Place	Idaho	Buffalo Bill Boyhood Home	Park
State Bank of Kooskia	Idaho	Stock Center	Park
Lochsa Historical Ranger Station	Idaho	No National Register	Teton
Lolo Trail	Idaho		
Nez Perce National Historic Park	Idaho	SITES NOMINATED FOR NATIONAL REGISTER STATUS:	
Grangeville Savings & Trust	Idaho		
First Presbyterian Church	Idaho		Oregon
State Bank of Kamiah	Idaho	Site of 1887 Chinese Massacre	Wallowa
Charcoal Kilns	Lemhi	Bear Creek Guard Station	Wallowa
Lemhi Pass	Lemhi	Standley Guard Station	Wallowa
Salmon River Mission	Lemhi		
Shoup Rockshelter	Lemhi		Idaho
Leesburg	Lemhi	None	Clark
Flag Unfurling, Lewis	Lemhi	None	Clearwater

& Clark Trail

Myers, Socrates House	Lemhi	Fremont County Courthouse	Fremont
Odd Fellows Hall	Lemhi	Florence	Idaho
Lemhi County Courthouse	Lemhi	O'Hara House	Idaho
Shoup Building	Lemhi	St. Gertrude's Convent and Chapel	Idaho
Fort Lemhi	Lemhi	Warren	Idaho
Nez Perce National Historic Trail	Lemhi	Episcopal Church of the Redeemer	Lemhi
No National Register Sites	Freemont	Gilmore	Lemhi
		None	Lewis

Montana

Lemhi Pass	Beaverhead	Montana	
Bannock Historic District	Beaverhead	Wickiup Cave	Beaverhead
Lamarche Game Trap	Beaverhead	None	Blaine
Big Hole National Battlefield	Beaverhead	St. Joseph's Hospital	Fergus
Chief Joseph Battleground of the Bear's Paw	Blaine	Bozeman Historic District	Gallatin
Demijohn Flat Archeological District	Carbon	John T. Sally Ranch	Golden Valley
Ewing-Snell Ranch	Carbon	None	Judith Basin
Pretty Creek Archeological Site	Carbon	Wallbilling Site	Missoula
Cedarvale	Carbon	None	Phillips
Bad Pass Trail	Carbon	Ravalli County Courthouse	Ravalli
Petroglyph Canyon	Carbon	None	Stillwater
Judith Landing Historic District	Fergus	Yellowstone Crossing of the Bozeman Trail	Sweet Grass
Rocky Point	Fergus	None	Wheatland
Madison Buffalo Jump State	Gallatin		

Monument

Three Forks of the Missouri	Gallatin	Wyoming
Lolo Trail	Missoula	Polecat Bench Building Park
Fort Fizzle	Missoula	Valley School Park
Traveler's Rest	Missoula	None Teton
Missoula County Courthouse	Missoula	
Alta Ranger Station	Ravalli	
Canyon Creek Laboratory of the U.S. Public Health Service	Ravalli	
St. Mary's Church and Pharmacy	Ravalli	
Big Creek Lake Site	Ravalli	

Appendix B

Table 1: High Potential Route Description

	Total	Road	Trail	Cross-Country	Federal	State	Private	Other	Rec. Use Potential	Scenic Quality	Historic Integrity	Trail Tread Integrity	Historic Interpretation Potential	Access	Previous Designation
Segment	Length				Ownership				Rating Factors					Access	Previous Designation
A. Imnaha River	18	8	10	0	.13	0	5	0	H	H	M	M	H	Imnaha River Road - Zumwalt - Buckhorn Road, 45 mi NW of Joseph Oregon.	7-mile segment over Lone Pine Saddle is a National Recreation Trail partially within Hells Canyon National Recreation Area.
B. Rocky	12	5	7	0	.5	1	10.5	0	M	H	H	M	H	US 95, 5	Tolo

Canyon															mi. S of Grangeville, ID. Rice Creek Road, 10 mi. S of Cottonwood, ID.	Lake is a National Register Site.
C. White Bird Battlefield Loop	16	16	0	0	3	1	12	0	H	M	H	L	H	US 95 9.6 mi. S of Grangeville, ID.	White Bird Battlefield is a National Register Site.	
D. Lolo Trail	112	2	110*	0	85	0	27	0	H	H	H	H	H	Numerous access points from US 12 between Lolo and Lewiston.	A National Landmark; Lewis and Clark route is a National Register Site.	
E. Gibbon's Pass	22	12	10	0	22	0	0	0	H	H	H	M	H	US 93, 85 mi. S of Missoula. State Highway 43, 15 mi. W of Wisdom.	A National Recreation Trail; Big Hole Battlefield is a National Register Site.	
F. Overland Trail	28	14	14	0	26	0	2	0	H	H	M	M	H	Big Hole Road, 12 mi. S of Jackson, MT. County Road 324, 12 mi. W of Grant, MT.	None.	
G. Dry Creek Station	1	0	0	1	0	0	1	0	M	H	M	H	H	I-15, 85 mi. S of Dillon and 12 mi. N of Dubois.	None.	

H. Yellowstone	127	47	72	8	125	0	2	0	H	H	H	H	L	Begins at West Yellowstone. 15 mi. W of Wyoming 120, 45 mi. N of Cody on County 232.	Lies within Yellowstone National Park and North Absaroka Wilderness.
I. Missouri River Breaks	128	78	7	43	32	11	80	5	H	H	H	M	H	US 191, 15 mi. N of Lewistown. County Road 240, 10 mi. S of Chinook, MT.	Portion lies within Missouri River Wild and Scenic Study area. Bear Paw Battlefield is a National Register Site.
TOTALS	464	182	230	52	306.5	13	139.5	5							

* A Combination of the primitive roads and trails excluding Highway 12.

Table 2: CLIMATIC SUMMARY

Location	Elevation (feet)	Mean Annual Temperature (F)	Average Temperature Extremes (F)		Average Annual Precipitation (inches)	Average Growing Season days
			High	Low		
Enterprise, Oregon	3758	43.4	86	16	13.26	Not available
Grangeville, Idaho	3388	46.5	84	18	22.65	5/16 – 9/23 130
Lewiston, Idaho	739	51.6	88	24	13.24	4/21 – 10/17 179
Hamilton, Montana	3572	46.3	86	14	12.22	5/24 – 9/23 122

Wisdom, Montana	6058	38.0	84	0	20.50	6/19 – 7/18 30
Dubois, Idaho	5145	43.0	84	4	10.94	5/27 – 9/22 118
Idaho Falls, Idaho	4710	44.6	86	8	8.67	5/15 – 9/19 128
West Yellowstone, MT	6667	35.1	80	-2	21.22	5/15 – 8/18 65
Cody, Wyoming	5380	46.2	84	12	9.64	Not available
Billings, Montana	3124	47.4	90	12	13.40	5/15 – 9/24 132
Lewistown, Montana	3963	42.6	80	8	16.52	6/02 – 9/17 107
Chinook, Montana	2438	42.7	84	0	12.52	5/19 – 9/15 119

Table 3: THREATENED AND ENDANGERED WILDLIFE SPECIES¹

Oregon	Idaho	Montana	Wyoming
	Peregrine falcon	Peregrine falcon	American Peregrine falcon
Aleutian Canada goose	Bald eagle	Bald eagle	Bald eagle
California brown pelican	Gray wolf	Whooping Crane	Black-footed ferret
Gray wolf	Grizzly bear (threatened)	Black-footed ferret	Gray wolf
Peregrine falcon		Gray wolf	Grizzly bear (threatened)
Bald eagle (threatened)		Grizzly bear (threatened)	

The study trail passes near several National Wildlife Refuges in Montana, including the Lee Metcalf in the West, Red Rock Lake in the southwest, Hailstone and Halfbreed on the southcentral prairies, and the Charles M. Russell Refuge along the Missouri River in eastern Montana.

On the Yellowstone Plateau and the surrounding ranges in Yellowstone National Park and the Targhee, Gallatin, and Shoshone

National Forests, the study trail bisects the largest remaining occupied grizzly bear habitat in the Continental United States.

1 Federal Register, Vol. 45, No. 99 Page 33768, May 20, 1980

Table 4: SOILS, CHARACTERISTICS AND LOCATIONS²

Soil Orders and Suborders	Trail Segments
<u>Alfisols</u> ... Soils with gray to brown surface horizons, medium to high base supply, and subsurface horizons of clay accumulation; usually moist but may be dry during warm season.	1
<u>Alfisols-Udalfs</u> (temperate or warm, and moist) gently or moderately sloping; mostly farmed corn, soybeans, small grain, and pasture (Gray-Brown Podzolic soils).	1
<u>Alfisols-Boralfs</u> (cool or cold) gently sloping; mostly woodland pasture, and some small grain (Gray wooded soils).	2,3,4,5,6,7
<u>Aridisols</u> ... Soils with pedogenic horizons, low in organic matter, and dry more than 6 months of the year in all horizons.	
<u>Aridisol-Argids</u> (with horizon of clay accumulation) gently or moderately sloping; mostly range, some irrigated crops (Some Desert, Reddish Desert, Reddish-Brown, and Brown soils and associated Solonetz soils).	5,6
<u>Aridisol-Orthids</u> (without horizon of clay accumulation) gently or moderately sloping; mostly range and some irrigated crops (Some Desert, Reddish Desert, Sierozem, and Brown Soils, and some Calcisols and Solonshak soils).	3,4
<u>Entisols</u> ... Soils without pedogenic horizons.	
<u>Entisols-Orthents</u> shallow to deep, hard rock; gentle to moderate to steep slopes; irrigated farming mostly range.	5,6,7
<u>Entisols-Inceptisols</u> ... Soils that are usually moist, with pedogenic horizons of alteration of parent materials but not of accumulation.	
<u>Entisols-Andepts</u> (with amorphous clay or vitric volcanic ash and pumice) gently sloping to steep; mostly woodland; in Hawaii, mostly sugar cane, pineapple, and range (Ando soils, some Tundra soils).	1,2,3
<u>Mollisols</u> ... Soils with nearly black organic-rich surface horizons and high base supply.	
<u>Mollisols-Ustolls</u> (intermittently dry for long periods	6,7

during summer) gently to moderately sloping mostly wheat and range in western part ...	
<u>Mollisols-Xerolls</u> (continuously dry in summer for long periods, moist in winter) gently to moderately sloping; mostly wheat, range, and irrigated crops (Some Brunizems, Chestnut, and Brown soils).	1,2,3,4
<u>Mollisols-Borolls</u> (cool or cold) gently or moderately sloping, some steep slope. mostly small grain in north-central states, range and woodland in western states (Some Chernozems).	2,3,4,5,6,7

2 “Patterns of Soil Orders and Suborders of the U. S.” USDA – Soil Conservation Service, 1967.

3 See figure 2, Page 7.

Table 5: POPULATION

State	1970	1980	%Change	Racial & Cultural Minorities	Native American	Black	Spanish Origin	Other
Oregon	2,091,385	2,632,663	25.9	208,304	27,309	37,059	65,833	78,103
Idaho	712,567	943,835	32.4	78,909	10,521	2,716	36,615	29,057
Montana	694,409	786,690	13.3	56,516	37,270	1,786	9,974	7,486
Wyoming	332,416	470,816	41.6	47,599	7,125	3,364	24,499	12,611

Table 6: SOCIAL-ECONOMIC PROFILE HIGHLIGHTS

Region	Population/ Square Mile 1980	Median Family Income 1970*	Median School Years Completed 1970*	% Urban Population 1980**	% Rural Population 1980**	Occupational Category of Farmer % Change 1960-1970*	Unemployment Rate 1981***	% Population Change 1970-1980
Oregon State	27.4	9,489	12.3	67.9	32.1			
Wallowa County	2.3	7,748	12.3	0	100.0	-5.0	12.6	16.4
Idaho State	11.4	8,381	13.0	54.0	46.0			
Clearwater County	4.1	10,077	11.7	35.7	64.3	-17.3	20.0	-4.4
Clark County	0.5	9,077	12.1	0.0	100.0	-1.0	7.3	7.7

Montana State	5.4	8,512	12.3	52.9	47.1			
Missoula County	29.1	9,066	12.6	76.5	23.5	-56.5	8.9	30.5
Blaine County	1.6	6,785	11.8	0.0	100.0	-43.9	10.6	4.0
Wyoming State	4.8	8,943	12.4	62.7	37.3			
Park County	3.1	8,878	12.4	55.9	44.1	-23.0	3.1	21.9

*Not yet available from 1980 census.

**Estimates

***Figures for December 1981 except Park Co. Wyo., which is for November 1981.

Table 7: EMPLOYMENT NUMBERS BY COUNTY

County	Year	Farm ¹	Non-Farm ^{1,4}	Government ²	Manufacturing ³	Trade
Wallowa, Oregon ⁷	1977 (REIS)	540	1,710	600	690	420
Clearwater, Idaho	1979 (REIS)	27	3,968	1,199	2,222	565
Clark, Idaho	1979 (REIS)	119	253	123	89	41
Missoula, Montana	1979 (REIS)	101	32,750	7,158	17,499	8,093
Blaine, Montana	1979 (REIS)	233	1,967	664	941	362
Park, Wyoming ⁸	1979	102 ⁵	,573	388 ⁶	5,367	1,818

1 Wage earners only – generally excludes proprietors

2 State, local, Federal

3 Wholesale and retail

4 Total non-farm equals: Government, Trade, Manufacturing and Other

5 Agriculture, Forestry and Fisheries workers

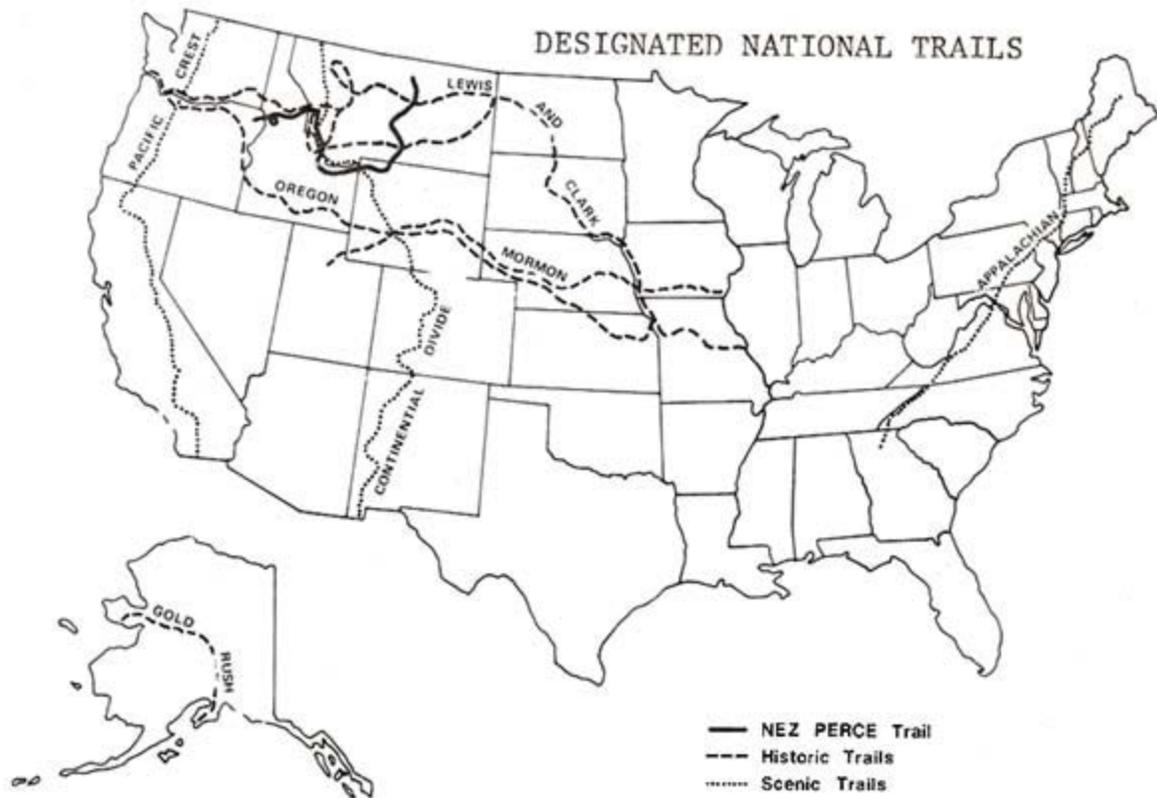
6 Public Administration

7 1977 data-source; Oregon Employment Security Division, Portland

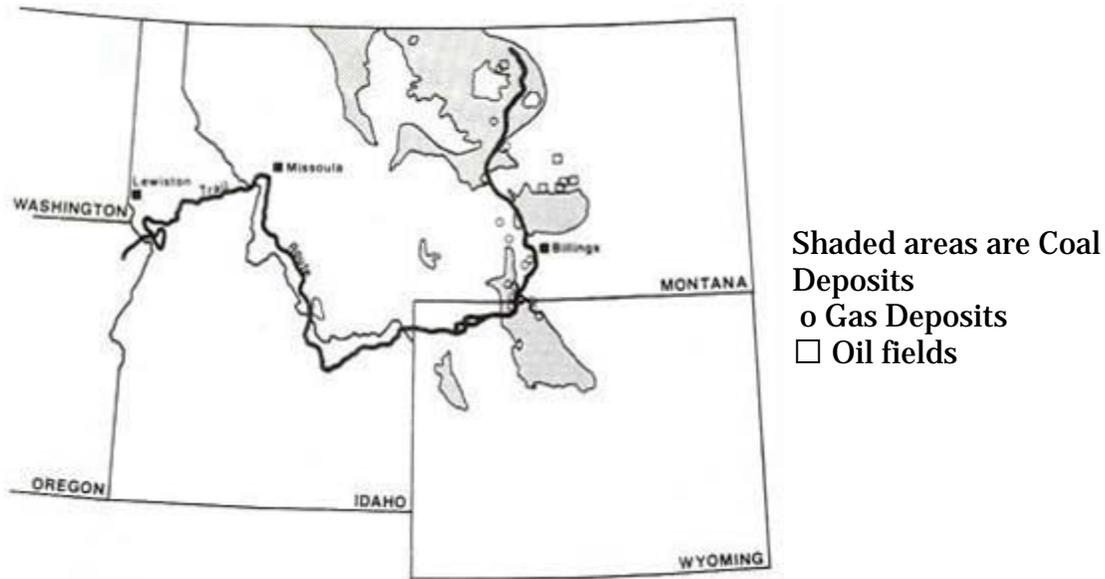
8 Source – Wyoming Employment Security Division

Appendix C

Designated National Trails



Fossil Fuel Locations



Standard Metropolitan Statistical Areas

Forest											
Bighorn Canyon National Recreation Area	F	X	X	X	X		X	X	X	X	MT</font
Hells Canyon National Recreation Area	F	X	X	X	X	X	X	X	X		ID</font
Rattlesnake National Recreation Area	F	X	X			X	X	X	X		MT</font
Camus National Wildlife Refuge	F					X	X		X		ID</font
Halfbreed National Wildlife Refuge	F										MT</font
Hailstone National Wildlife Refuge	F										MT</font
Lake Mason National Wildlife Refuge	F										MT</font
War Horse/Wild Horse National Wildlife Refuge	F					X	X				MT</font
Charles M. Russell National Wildlife Refuge	F	X	X	X	X	X	X	X	X		MT</font
Yellowwater National Wildlife Refuge	F	X	X			X	X				MT</font
UL-Bend	F	X	X			X	X				MT</font

National Wildlife Refuge											ont
Lee Metcalf National Wildlife Refuge	F					X	X				MT</font
Red Rocks National Wildlife Refuge	F					X	X				MT</font
Montana Gulch Recreation Area	F	X	X								MT</font
Camp Creek Recreation Area	F	X	X								MT</font
Skookumchuck Recreation Area	F		X	X	X	X	X		X		ID</font
Mackay Reservoir Recreation Area	F	X	X	X		X	X	X	X		ID</font
St. Anthony Sand Dunes	F										ID
West Madison Recreation Area	F	X	X	X				X	X		MT</font
South Madison Recreation Area	F	X	X					X	X		MT</font
Reservoir A Recreation Area	F	Being Developed									ID</font
Lake Waha Recreation Area	F	X	X	X	X		X		X		ID</font
Soldiers Meadow Reservoir Recreation Area	F			X	X	X	X		X		ID</font

Recreation Area											
James Kipp State Recreation Area	S	X	X	X			X				MT</font
Painted Rocks State Recreation Area	S	X	X	X			X				MT</font
Beavertail Hill State Recreation Area	S	X	X	X			X				MT</font
Deadman's Basin State Recreation Area	S	X	X	X			X				MT</font
Cooney State Recreation Area	S	X	X	X			X				MT</font
Cow Island State Recreation Area	S	X	X					X	X		MT</font
Beaverhead Rock State Monument	S								X		MT</font
Chief Joseph State Monument	S	X	X						X		MT</font
Chief Plenty Coups State Monument	S		X						X		MT</font
Fort Maginis State Monument	S								X		MT</font
Fort Owen State Monument	S								X		MT</font
Granite State Monument	S								X		MT</font
Pictograph Cave State Monument	S		X						X		MT</font

Slaughter River Recreation Area	S	X	X					X	X		MT</font
Bannack State Park	S	X	X				X				MT</font
Lost Creek State Park	S	X	X					X	X		MT</font
Winchester Lake State Park	S	X	X	X			X	X			ID</font
Harriman State Park	S	Being Developed									ID</font
Henry's Lake State Park	S	Being Developed									ID</font
Hells Gate State Park	S	Being Developed									ID</font
Wallowa Lake State Park	S	X	X	X	X	X	X	X	X		OR</font
Minam State Park	S						X				OR</font
Buffalo Bill State Park	S	X	X	X	X		X	X	X		WY</font
Buffalo Bill Historical Center	S								X	X	WY</font
Panther Creek Preserve	P	Open to Public						X	X		ID</font
Silver Creek Preserve	P	Open to Public						X	X		ID</font
Big Hole River Preserve	P	Access by Permission							X		MT</font
Blackfoot River Preserve	P	Access by Permission							X		MT</font
Goodrich Ranch Preserve	P	Open to Public							X		MT</font
Lion Head Ranch Preserve	P	Access by Permission							X		MT</font

Appendix E

Table 1: Land Use

LAND USE Nez Perce Descriptive Route Segments	Type of Land Use (linear miles)				
	% total trail route segment	Agriculture	Forest	TOTAL	
Urban					
1. Wallowa Valley to Weippe Prairie	11	164	20	195	17
2. Weippe to Traveler's Rest	3	0	114	117	10
3. Traveler's Rest to Bannock Pass	38	62	75	175	15
4. Bannock Pass to Targhee Pass	7	154	20	181	15
5. Targhee Pass to Absarokas	1	0	141	142	12
6. Absarokas to Judith Gap	24	149	10	183	16
7. Judith Gap to Bear Paws	11	162	4	177	15
Total Linear Miles	95	691	384	1170	--
Percent of Land Use	8	59	33	100	100

Table 2: Trail Mileage

TRAIL MILEAGE By Ownership	# Miles	% Miles
Federal	388	33
National Forest	234	20
National Parks	86	7
National Resource Lands	68	6
State	54	5

Private	728	62
Total	1170	100

Table 3: High Potential Segments

HIGH POTENTIAL SEGMENTS By Ownership	Total		Federal		State		Private		Other	
	Total Length in Miles	Percent of Total Trail	Length in Miles	Percent of HPS Total	Length in Miles	Percent of HPS Total	Length in Miles	Percent of HPS Total	Length in Miles	Percent of HPS Total
Nine High Potential Segments* (HPS)	464	40	306	64	13	2	140	32	5	1

Table 4: Trail Components

TRAIL COMPONENTS By Ownership	Federal Highways	State Highways	County Roads	Seasonal and Other Roads	Railroad Grades	Trails	Cross Country	Totals
Oregon				47		4	4	55
Idaho	19	60	44	249	5	22	27	426
Montana	116	27		308	10	44	37	542
Wyoming	19	3		40		49	36	147
Total	154	90	44	644	15	119	104	1170

Table 5: Trail Mileage

TRAIL MILEAGE By Ownership	National Forest	National Parks	National Resource Lands	State	Private	Total	Percent of total trail
Oregon	15				40	55	5
Idaho	97		52	35	242	426	36
Montana	81	2	13	17	429	542	46
Wyoming	41	84	3	2	17	147	13