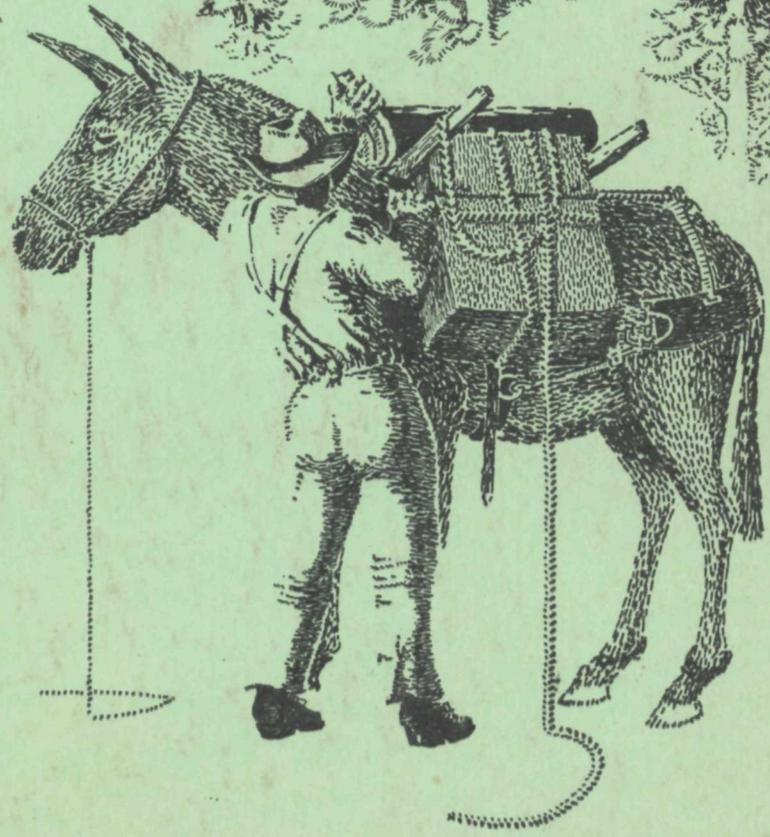


the
NEZPERCE
STORY

- WATER
- RECREATION
- WOOD
- FORAGE
- WILDLIFE



Allyn Colvert



A HISTORY OF THE
Nezperce
National
Forest

By Albert N. Cochrell



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

FOREWORD

The Nezperce Story is a general history of the exploration, development, and establishment of the Nezperce National Forest. The story begins with the Nez Perce Indians and touches on the early exploration by Lewis and Clark, the gold rush and later settlement of the area. The forest reserve was established by Presidential proclamation in 1897. Since that time the job of administration has changed gradually from protection to multiple use. Changes in personnel have been frequent and many oldtimers have passed on, making the past difficult to unravel.

To preserve this story, Albert N. Cochrell has written the account that follows. Born in Nebraska, Albert moved with his parents to Weippe, Idaho, for his early schooling. He grew up in the Nezperce and Clearwater area and started work for the Forest Service in 1913 as a smokechaser on the Clearwater National Forest. He worked in the regional office and on numerous other national forests in Region 1, including the Kootenai, Kaniksu, Pend Oreille, Gallatin, and Helena. In 1944, Albert became supervisor of the Nezperce National Forest and served in this position until his retirement in 1957, completing 40 years of service. With his experience and first hand knowledge of the area, we are fortunate to have him write The Nezperce Story.

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INTRODUCTION

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

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

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

Albert N. Cochrell
Forest Supervisor (1944-1957)
Nezperce National Forest
Grangeville, Idaho
1960

EARLY EXPLORATION AND SETTLEMENT

Lewis and Clark spent several weeks in the Kamiah Valley in the spring of 1806. They were waiting for the snow to melt along the Lolo Trail so they could continue their eastward journey to St. Louis. It is doubtful if either of the two leaders set foot on lands now within the Nezperce National Forest but their hunters ranged far and wide in the search for game, and it is entirely likely that some of them did get onto future Nezperce lands. In any event, game was scarce and the salmon were late running. In order to avoid a nearly complete vegetable diet, the party killed and ate a number of horses.

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

The only game animals mentioned were deer and bear, with grizzlies apparently being more numerous than the black variety. Today the grizzlies are no more; black bear and deer are losing ground. Elk can now be found in many localities visited by the hunters in 1806. The great number of Indian horses of that time have practically disappeared. Motor vehicles have taken their place as a means of travel for the remaining tribe members.

The next recorded visit by white men to the area was in 1831 when John Urb and his Hudson Bay trappers passed over the route taken by Lewis and Clark. Several other white men, among them Colonel Craig and John Meek, paid the section fleeting visits.

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

In 1853 there is chronicled the event of two expeditions from Cantonment Stevens in the Bitterroot Valley to the Camas Prairie, the purpose of which was to scout the practicability of a railroad route through the Bitterroot Mountains. One of these parties made the trip in dead of winter on snowshoes and the route of journey, camping places, and distances traveled daily is easily traced on the ground.

While a feasible railroad route was not found, the map made by this party was exceptionally accurate, in fact much more so than any of the early Forest Service maps.

Roy also says: "It was not long after Lewis and Clark made their epic journey that the advance guard of civilization followed in their footsteps. The famous mountain men, trappers in search of fur, soon invaded every watershed." However, the real settlement of the area began in the spring of 1861 when a party of gold seekers, spreading out from Pierce, found what they were looking for in the vicinity of Elk City.

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

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

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

Gold was discovered in the Florence basin on August 20, 1861, and a town was laid out on Summit Flats at the head of Baboon Gulch. There is a difference of opinion as to whose wife, daughter, or sweetheart the town was named for, but it seems certain that someone in that category had the honor.

A way station at the foot of Mt. Idaho was erected by Moses Milner and his partner Francis, the men who cut the pack trail from the site of the town of Mt. Idaho to Florence mining camp in the spring of 1862. Prior to that time the route to Florence was up Salmon River to the divide between Slate Creek and John Day Creek, up the divide to the summit of the mountain, and then on to Florence.

A station was established early at the mouth of Slate Creek by Charles Silverman. In the spring of 1862 John Wood purchased the station. In the summer of 1862 Henry Elfers and John Wessel took a claim on John Day Creek. In 1863 A. Berg squatted on land on the main Salmon River $2\frac{1}{2}$ miles above the mouth of the Little Salmon. That same year J. Allison settled on a claim 6 or 7 miles above the Berg place. These ranches are still the base property for current grazing permits.

Newsome, no doubt, came into being along with or shortly after Elk City, since it was on the route to that place. The town was named in honor of John Newsome, an early pioneer and settler. Dixie was probably founded in 1862, although some have the date as 1864. One of the discoverers was from Dixie, Georgia. Adams Camp (location of Adams Ranger Station) was a favorite stopping place on the old Milner road. It dates back to 1862.

The first public school in Idaho was opened in Florence in 1864 with a Mrs. Robinson as teacher. Frank A. Fenn was a pupil. In 1869 the miners voted to admit the Chinese to Florence.

Up to June 1, 1869, the county seat of Idaho County was located at Florence when the honors and prestige belonging to the seat of local government was transferred to Washington in the Warren mining district. The boundaries of Idaho County were changed, and Mt. Idaho became the county seat in 1875.

Several books have been written about the Nez Perce Indian War but no history of the area would be complete without mention of the event. Here is a brief account by Earl McConnell published in the Northern Region News in the late thirties. Earl was then a ranger on the Nezperce:

The Nez Perce Indian War

By Earl McConnell

From the time of Lewis and Clark's visit and the establishment of the Lapwai Mission by the Reverend Mr. Spaulding, the Nez Perce Indians had been a peaceful tribe and friendly with the white settlers. Gradually more white people settled the country and as a result the Indians were losing their stock range and hunting grounds. In 1877 the Nez Perce Indians planned to surprise and massacre the whites at a celebration and picnic to be held near Mt. Idaho on July 4. Three of the younger braves, however,

excited by too much firewater, upset the plan by going on the warpath on June 14. They surprised the people at the John Day Ranch on Salmon River and killed three men: Robert Breckenroads, Robert Bland, and Henry Elfers. From there they traveled down the river, killing the settlers. Tolo, an Indian woman who is a noted character in Idaho history, made her famous ride from Freedom (Slate Creek) to Florence to warn the white people of the uprising. This ride was made at night through the mountains, a distance of 20 miles by trail. Moc-Mox, one of the three braves who started the massacre, was a brother of Tolo.

At the battle of Whitebird, the Indians formed a perfect ambush for the soldiers and volunteers, and but for the impatience of a lone Indian who fired on the advancing troops prematurely, there might have been a complete massacre. Notwithstanding this timely warning, 37 men of the garrison from Fort Mt. Idaho were killed and the Indians won a signal victory. Major Frank A. Fenn, a pioneer forester, took part in this engagement and was instrumental in saving the remnants of the regular detachment from annihilation.

With the arrival of General Howard and his regulars, Chief Joseph started one of the greatest strategic retreats in history. Chief Joseph personally did not want to fight the white man, but when he could no longer control his braves, he put up a valiant fight, although greatly outnumbered in practically every battle, and when he finally surrendered after the final battle in the Bear Paw Mountains of Montana to General Miles, he made the following historic statement, "From where the sun now stands I will fight the white man no more."

* * *

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

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

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

On April 5, 1896, the miners of that district in mass meeting assembled decided upon the location of a new town to be called New Florence. (No reason for the change was given but it could have been zoning or local improvement districts but more likely it was easier to move than clean up the old town.)

It was during the early part of 1896 that the initial steps were taken toward establishing the Bitterroot and Priest River Forest Reserves, the executive order for the purpose bearing date of February 22, 1897. This order provided that all prospecting should cease after March 1, 1898, but fortunately Congress modified this feature and provided that prospecting might always be carried on within the preserves under the same conditions as elsewhere, also that land might be taken for agricultural purposes. Patrols are maintained, however, to see the forests are properly preserved. The Bitterroot Reserve, which most intimately affects our county, is situated in both Idaho and Montana and covers the entire Bitterroot Range. The mining camps of Elk City, Dixie, and Buffalo Hump are included within its limits.

The time of establishment of Orogrande or Callendar could not be found, although both are mentioned in some records. Orogrande probably followed Elk City closely and Callendar was no doubt a suburb of Buffalo Hump. Ray R. Fitting, a former supervisor of the St. Joe, told the writer that he worked in a mine at Orogrande in 1902 and worked the winter of 1908 at Callendar. The old town of Midasville on 4th of July Creek near Dixie was established in 1897.

Charles F. Robbins and Bert Rigley Young discovered and staked the Big Buffalo and Merrimac claims on August 7, 1898. This touched off the Buffalo Hump boom and led to renewed mining activity throughout the area. There were three towns recognized in the Buffalo Hump area: Hump Town, where only some building foundations and a pile of whiskey and beer bottles remain; Frog Town, lower down in the basin; and Concord, where a few buildings were standing in 1954 and which may still be there.

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

S. Wesselbroade from Ohio, Died January 29, 1862, Age 48
A granite stone with only RMC
Albert Billings, July 15, 1862
H. J. Talbotte, January 5, 1863, 29 years, Native of
Georgia
Geo. Bannard, October 24, 1869
N. W. Anderson, a native of Sweden

"Cherokee Bob" was the better known name for H. J. Talbotte. Although he was from Georgia, it is not clear where the Cherokee part came from or the Bob either, for that matter. He was supposed to have been a member of the Plummer Gang that preyed on honest folks in many of the mining camps of the West, although Virginia City or Bannack in Montana was considered home base. Bob drifted into Florence with a red-haired, painted companion "Cynthia," whom he had won from the notorious Mayfield, and became the owner of a saloon. Just why Mayfield is notorious or how "Cynthia" was won is not known.

This brief story of why he became a permanent resident of the cemetery is from The History of North Idaho (1903):

At a ball at Florence on New Year's Eve, a cyprian was ejected from the dancing room whereupon Henry J. Talbotte (better known as Cherokee Bob) and William Willoughby armed themselves and prepared for vengeance. Later they both were killed

Sister Alfreda in her book, Pioneer Days in Idaho County, states: "Bob was punctured by several bullets and died in his saloon where he was carried on the third day after the gunfight."

The original headboard at Talbotte's grave shows a much better type of lettering and general workmanship than others in the cemetery. Perhaps "Cynthia" was responsible.

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

James Lynch, 1898.

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

Helen Smith, colored. Died in 1915. Took in washing for a living.

Sam Myers, 1928, born in 1839.

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

The small daughter of Warren Rice was burned to death in a cabin about 1935.

An unknown, supposed to have been murdered about 1911. Skull and a few bones found in early thirties. Bullet hole in skull.

This cemetery is located across the creek from the road some $\frac{1}{2}$ mile below town. The graves are well marked by native granite stones.

There is a cemetery at Newsome which contains about a half dozen graves. Before his death, Ranger Roy Space was attempting to obtain an identity from Nate Pettibone. Whether he was successful is unknown to the writer.

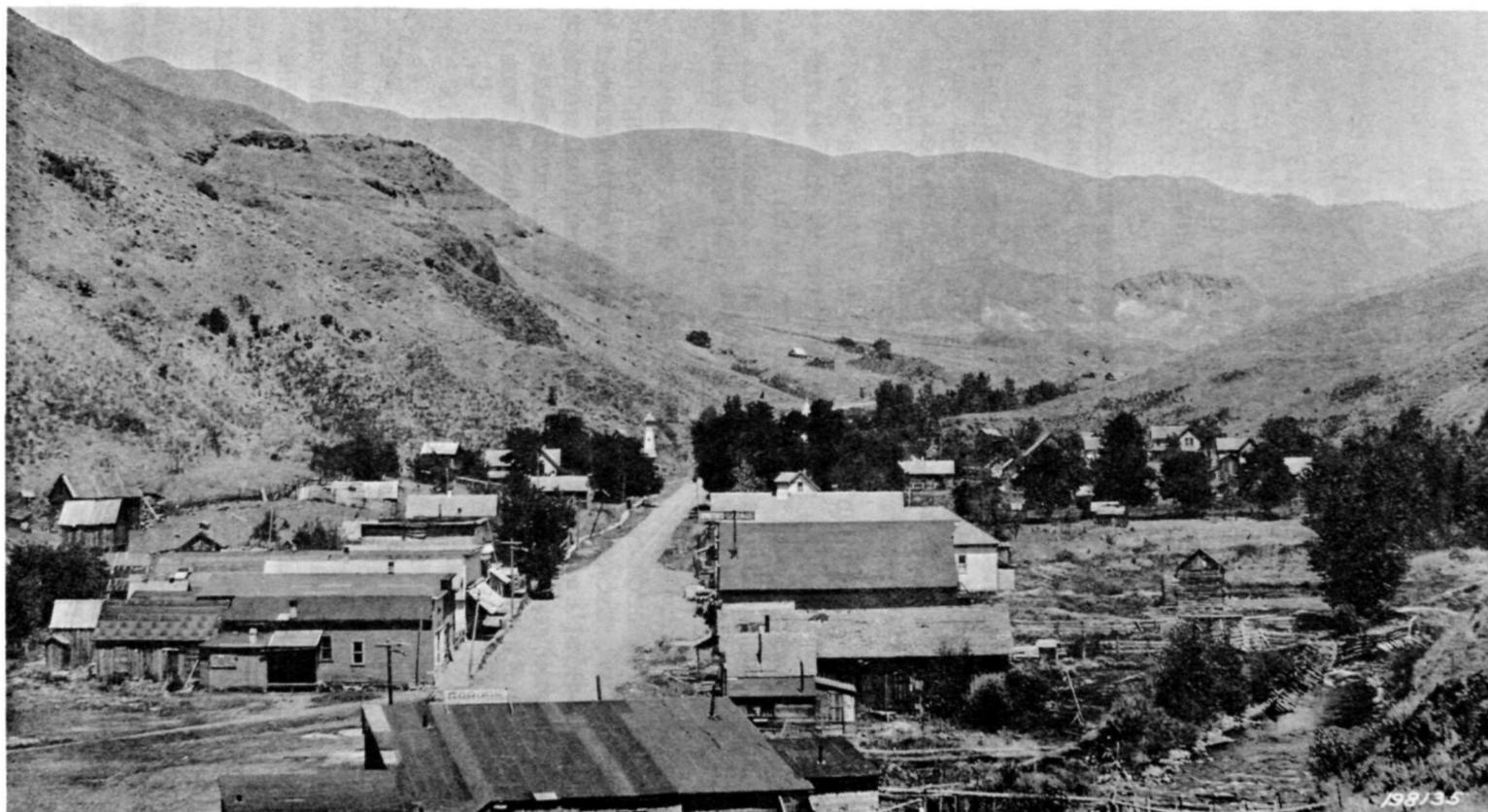
Many individual graves undoubtedly exist, but only a few are a matter of record. Jim Moore is buried on his claim on Salmon River across from the Zaunmiller Ranch. There is a grave in Dead Man Saddle east of Sheep Mt. Lookout, and an Indian child of the Parsons family is buried at Grave Meadow.

Grangeville, the county seat of Idaho County and the headquarters for the Nezperce National Forest, had its beginning in 1876 with the erection of a Grange Hall on land donated by John M. Crooks. Some business buildings and residences soon followed. The name seems to have been a natural and was adopted by a majority vote. The post office probably was also established in 1876. The first postmaster was W. C. Pearson.

Two serious fires occurred in the earlier years of the settlement, one on May 13, 1895, and the other on December 19, 1897.

In 1899 a water system was completed. The same year saw the first electric lights from a steam plant. After more than one attempt the removal of the county seat from Mt. Idaho to Grangeville was approved in the election of 1900. The railroad reached the town about 1908.

Grangeville has experienced some ups and downs over the years; but, for the most part, the growth has been steady. While mining industry declined greatly during World War II, the lumber industry has more than taken its place and, together with agriculture and stock raising, provides a strong economy for the area.



The town of Whitebird figured in the early mining history of the area. The site was a scene of battle in the Nez Perce Indian war. Photo by K. D. Swan, 1925.

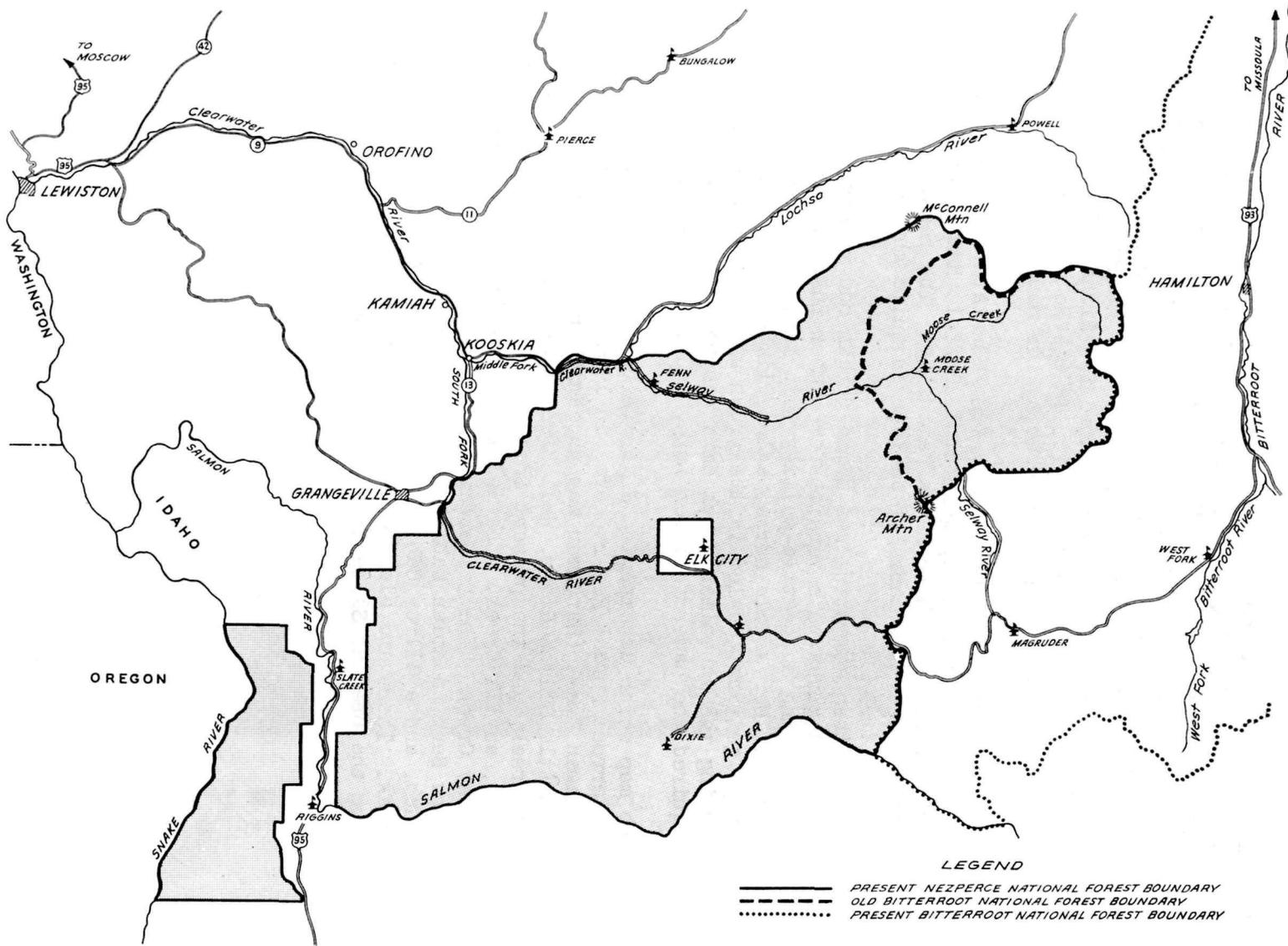
PLACE NAMES

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

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

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

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



THE FOREST ESTABLISHED

Proclamation-wise the present Nezperce National Forest developed as follows:

February 22, 1897. Bitterroot Forest Reserve. The west boundary then ran north between Ranges 5 and 6E from just below the mouth of Sheep Creek on Salmon River across the divide near the head of 10-Mile Creek and the South Fork about the mouth of 10-Mile Creek, over Corral Hill and to the Middle Fork at about the present boundary.

November 14, 1902. Addition to Bitterroot Forest Reserve. This extended the boundary westward to its present location.

November 14, 1902. Little Salmon Forest Reserve.

February 1, 1904. Seven Devils Forest Reserve.

June 14, 1904. The Elk City Township and a smaller area around Buffalo Hump were eliminated from the forest.

May 10, 1906. Weiser National Forest.

July 1, 1908. The Nezperce National Forest was created.

July 9, 1921. The Buffalo Hump exclusion was again given national forest status.

April 7, 1931. The Salmon Mt. area was placed in the Bitterroot, although it had been administered by that forest since the season of 1917.

October 29, 1934. A portion of the Selway came to the Nezperce.

July 1, 1956. The Moose Creek District was added to the Nezperce, and the area north of the Middle Fork plus the Lochsa drainage went to the Clearwater.

Major F. A. Fenn stated that, between the Bitterroot and Nezperce stages, the area was a part of the Clearwater Forest. This is not in accord with the above, although there could be a missing link in the forest files.

The Little Salmon and Seven Devils Reserves were small and soon became a part of the Weiser. The portion of that forest which was made a part of the Nezperce lay between the Salmon and Snake Rivers. For years this was referred to as the "Weiser Division," but is now more commonly called the "Island Division."

The Leiberg report describes the Idaho portion of the Bitterroot Forest Reserve as follows:

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

The western slope of the Bitterroot Mountain is primarily formed by a few great branches from the main range, which in their turn branch out into a vast mass of curving, winding, peak-crowned spurs constituting the watersheds of the Clearwater basins The primary divides with the great number of lateral spurs to which they give rise, form a perfect maze of bewildering ridges. From the summit of an eminence that commands a clear view of the surrounding country for many miles the exact course of even one canyon or spur cannot be traced for more than a mile or two at most. The curvings, windings, ascents and descents are incessant and confusing

The main range of the Bitterroots north of Nezperce Pass has always proved a formidable barrier in the way of travel from east to west in this region. The difficulty does not lie in the approach from the eastern side, though this declivity has by far the shortest and steepest slope. It is the descent on the western side that presents the obstacle. The immediate slopes from the crest are here very abrupt, are cut up by immense gorges, and abound in precipices and extensive rock slides to such a degree that they are entirely impassable.

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

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

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

Except for limited airplane transportation and a few more trails, the Upper Selway area is about as remote today as it was when visited by Leiberg. The existence of the Selway-Bitterroot Primitive Area insures that it will remain as one of the rapidly diminishing number of backcountry areas where only such developments as are needed for reasonable fire protection are permitted. It is true that relatively few people have the means or desire to visit such areas; however, it is a source of considerable satisfaction to know that a place does exist where one can get away from the pressures of modern "high speed" living.

FIRE

"The summer of 1888 was a very smokey one on Camas Prairie, owing to prevalence of forest fires to the southwest," according to a paper article dated September 27, 1889, which describes a serious fire near Mt. Idaho. Probably every year before and since has had its share of forest damage by fire.

Leiberg's report says:

From time immemorial the Indians had three trails from west to east across the region now embraced within the limits of the Bitterroot Reserve. Two of these trails were used for through travel between the Rocky Mountain regions and the Plains of the Columbia. These trails were what are now known as the Lolo and Nez Perce trails. The former was a northern route, the latter a southern. The third trail extended eastward to the summit of the Bitterroot Mountains and was used principally as a hunting trail. Its course was along the crest of the Lochsa-Selway divide, and, as it ran through the heart of the game region in the Clearwater basins, must have been very largely traveled. Most of the fires that can be traced to Indian occupancy appear to have originated along the lines of these trails It is difficult to state with absolute certainty the reason why Indians burned the forest. An educated Nez Perce, with whom I conversed regarding the matter, stated that forest fires were never started through design, but might have accidentally spread from signal fires The probability is that many fires spread from their camps and others were purposely set to destroy the forest and encourage grass growth.

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

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

It was clearly evident that the regulations of the Interior Department were not being very generally observed. After the middle of August the roads and trails in the more accessible and generally traveled portions of the reserve were well posted with the department circular calling attention to the penalty provided for the setting of fires. In 2 days travel on the road from Clearwater Post Office to Elk City, six camp fires were seen that had been left burning when the campers departed and were slowly eating their way into the adjacent forests.

The Bitterroot Reserve is a difficult region to patrol effectively. Especially in this case with the Idaho portion, where the country generally is extremely rugged and broken. A much larger force of rangers than was stationed there last summer will be needed. Each one of the mining centers requires fully as many rangers as were assigned to the entire Idaho portion, and a considerable number could be scattered through the interior areas to advantage. With the present trails it requires from 6 to 10 days of hard travel to cross the reserve in Idaho, rendering it quite impossible for a party of rangers patrolling the western sections to exercise at the same time a supervision over the regions at the head of the Lochsa and Selway basins. Each summer, as soon as the snow has disappeared sufficiently to allow travel, prospectors and hunters flock into the

region. There can be little doubt that these classes are, in the main, responsible for the fires. A system of registration and license of all persons entering the reserve would accomplish far more toward abating the fire evil than a large force of rangers could possibly do. The conditions of last summer were such that a score of careless or malicious persons could have fired the forest on the reserve in a thousand places, without the least chance or fear of detection and subsequent punishment.

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

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

While no specific report on the 1910 fire season is available to the writer, it is likely that it was a severe one. Ray Fitting told him that he spent a night somewhere in Moose Creek in order to escape a fire during that season. This could be where the name Fitting Creek came from, although Ray's uncle, Lew Fitting, was a ranger in the area at that time and he could be responsible.

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

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

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

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

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

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

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

From available records it would appear that 1919 was the "granddaddy" of all fire seasons on the Nezperce. Some 15 major fires burned an area of approximately 175,000 acres, a sizeable percentage of the forest as it existed at that time.

Of course, 1934 cannot be ignored when that portion of the Selway that came to the Nezperce later is considered. The Pete King fire, starting in what is now a part of the Clearwater, burned a huge area in the Selway River drainage. There were also a Meadow Creek fire and a Martin Creek fire that season, but it is understood that these were later over-run by the Pete King fire. There is a special report in the forest files on the Pete King fire which is suggested reading for those interested in the details of what can and did happen during a major conflagration. Title of this report is A History of the Pete King, McLendon Butte and Eighteen Other Selway Forest Fires, 1934, and was written by C. B. Sutliff, regional fire inspector.

Forest Fires in the Northern Rocky Mountains, by J. S. Barrows shows that, for the 15-year period 1931 to 1945, the Nezperce ranks second for the highest fire occurrence per million acres. Her next door neighbor, the Clearwater, is first. The Nezperce had the largest average annual percentage burned per million acres during the 1931-45 period - 0.76%. Lightning is by far the greatest fire starter in spite of what Leiberg wrote about guilt of people.

For those years when complete records are available and without making any adjustment for changes in boundaries, 1940 had the greatest number of fires - 331. The Red River District had 102 fires that year, likely the largest number for any one district. Howard W. Higgins was the ranger at the time. In 1946 there were 310 for second high. The season of 1948 was somewhat of a freak; smokechasers had to step lively if they wanted to get to a fire before it was rained out. Only 22 blazes occurred that year, an alltime low.

Here are some of the major fires that have occurred in later years:

<u>Name</u>	<u>Year</u>	<u>Acres burned</u>
Kelley Creek	1939	17,000
Little Mallard Creek	1940	6,300
Wild Horse Lakes	1945	4,800

There have been numerous and sizeable grass fires in the Salmon and Snake River Canyons but, while troublesome, they do little permanent damage.

The first actual parachute fire jump in the region was made on July 12, 1940, by Earl Cooley and Rufus Robinson on Martin Creek. Fred Reimler was a member of the ground party and gear-retrieving crew. This historic event marked the beginning of a major change in the fire suppression work in the back country areas of the forest. Instead of a smoke-chaser walking miles and arriving more or less wornout, the jumpers arrive fresh and eager to get the fire out and return to home base to be ready for the next call. In 1951 a sub-base for jumpers was established in Grangeville, making them more readily available and saving valuable time in long haul travel.

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

GRAZING

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

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

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

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

On July 20, 1885, the cattlemen of Idaho County met at Mt. Idaho, pursuant to call, and organized the Idaho County Stockgrowers Association. The objectives were stated to be, "to advance the interests of stockgrowers and dealers in

livestock in said county and for the protection of same against frauds and swindlers and to prevent the stealing, taking or driving away horned cattle, sheep, or other livestock from the rightful owners thereof, and to enforce the stock laws of the Idaho Territory."

The first officers were:

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

It would be interesting to know if there was a continuous organization to the present cattlemen's association.

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

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

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

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

From the statistics it is learned that the largest number of cattle - 13,992 head - were permitted in 1919. The sheep numbers reached a peak of 70,456 head in 1918. In 1958 there were 7,200 head of cattle and 7,500 sheep permitted on the forest.

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

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

TIMBER

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

Sister Alfreda in Pioneer Days in Idaho County says: "It is recorded that a sawmill was built in 1863 near Elk City to supply flume lumber."

According to The History of North Idaho:

June 1-2, 1894, were remarkably sultry and on the evening of the second a southwest wind sprang up, ceasing about midnight. The next day at noon another wind started blowing from the same quarter, a hot wind the like of which had never before been known in the experience of the oldest residents of the country or the Indians. Its velocity reached 76 miles per hour and averaged 56 miles per hour for 4 consecutive hours. The Salmon River rose 30 inches in 24 hours. Timber in the mountains was blown down in great quantities.

It is certain that timber was used wherever and whenever needed by the miners and settlers. After the creation of the forest, there may have been some minor restrictions on timber cutting, but the need for timber was not great. Small sawmills sprang up to supply a purely local demand. The total amount of national forest timber used was relatively small until 1944. In 1944 Potlatch Forests, Inc. started cutting on the first major sale, which had been made just the year previous in the Meadow Creek drainage.

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

It is interesting to note that the reports by Leiberg in 1900 and R. E. Benedict in 1904 show, for the approximate area now within the Nezperce, a total of about 6 billion feet of timber without giving white fir much volume.

With all the destruction by fire, insects, and cutting offset by growth over the past 50 to 60 years, the total today is not greatly different.

Leiberg states that the Selway drainage carried the bulk of the timber volume. This may or may not be true now since there have been several disastrous fires, and the entire upper end of the watershed is within the Wilderness Area and not available for commercial cutting.

A preliminary management plan put together in the early fifties showed an allowable annual cut for the forest to be about 125 million board feet. If some means of using the vast stands of defective white fir could be found, the cut could be considerably larger. At the time the pulp mill at Lewiston was being planned, negotiations were carried on with Potlatch people for a huge sale of pulp material. Hope was high that this would help solve the need to remove the less desirable material from the ground. But, when it was found that mill waste would supply the needs of the plant, the deal fell through. In any event, the past 15 years have seen the forest climb up among the top timber producers of the region.

TRAILS AND ROADS

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

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

The Leiberg report says:

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

Leiberg's report does not include the area south of the Salmon River or it would have undoubtedly included a fourth route to the south, the Boise Trail which followed the Snake-Salmon divide. This trail was of Indian origin and shows evidence of heavy use in years gone by. Legend has it that many cattle were brought into the mining camps of the region from Oregon by that route.

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

The wagon road built into Dixie in 1897 supposedly marked the close of the pioneer days. A wagon road was completed into the Hump country from Grangeville in October of 1900. The trail up the South Fork from Grangeville to Elk City was completed in 1909; the junction was made at Reeds Bar. The

Selway Road was completed about 1925 and the South Fork Road was finished to Elk City about 1930. The road to Castle Creek was completed about 1924.

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

In the late 1930's, Ranger V. L. Collins prepared the following article for the Northern Region News which covers some of the early transportation problems of the forest as well as other general information:

Transportation on the Nezperce - Then and Now

By V. L. Collins

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

The additional area now accessible to sight-seeing auto parties, berrypickers and outers affords abundant possibilities inside as well as outside the Nezperce. Travelers today who want to go into the Nezperce Forest are able to penetrate deeply into almost any section except the upper portions of the Salmon and Selway drainages. Districts which were once heard of by the outside public - out here where civilization is supposed to begin - only through forest officers and occasional miners, trappers and a few others, are now well known to many residents of Camas

Prairie and the Lewiston locality. Sunday motor trips over truck trails and other roads and highways are quite the thing and are enjoyed by hundreds weekly.

Travel to Elk City before 1930 was over the old Elk City wagon road, at that time a somewhat rebuilt model of the old Nez Perce Indian trail which terminated in the Bitterroot Valley. A trip to Elk City by stage in winter over the old road with a sleigh and two or four horses took 2 days with an overnight stop at Newsome House. Snowshoes for the horses were often used at the higher elevations. Passengers were treated to a continual spectacle of rugged mountain peaks draped in an over-abundant blanket of snow. The entire picture was one vast expanse, glistening white, except where broken by forest-covered slopes not covered by snow. Keeping horses up and going was no job for an amateur "skinner." Occasionally a horse stepped off the 18-inch beaten track and failed to get back. What took place from then on proved the worth of a teamster as well as of each horse. The problem was to get the down horse up and at the same time keep the others on their feet. With only one horse down, the other three could drag it along by jerks with a good probability of getting it up. Two down increased the difficulty somewhat. Three horses down out of four was very bad, but they never gave up until all four went down. It was then up to the teamster to get into the game and work the horses up, one at a time. The prospects of the passengers getting in to a late supper, if any, increased immediately.

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

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

Today the trip to Elk City from Grangeville can be made in about 2 hours' driving time. It is hardly necessary to go out of high gear. An auto stage makes daily trips to Elk City. Daily papers, fresh milk, vegetables, and even ice are delivered to Elk City, Golden, Fall Creek, and other stops along the South Fork. The State keeps a maintenance crew working practically year-long and snow is removed during the winter. The number of people in this region today bears no resemblance to the original population estimates. Elk City is quite a busy little village with one fair hotel, three or four beer parlors, a couple of grocery stores, and several other establishments. Settlements have also sprung up at Orogrande, Golden, and Fall Creek. Dixie is a thriving headquarters for the numerous mines surrounding it.

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

In the late thirties G. I. Porter had an enlightening article in the Northern Region News concerning the early activities in the Hump strike:

Who Says?

by G. I. Porter

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

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

Walter Hovey Hill, a civil and mining engineer, now in Boise, was in charge of transportation at that time and wrote me at Elk City to manufacture some toboggans and hire men to freight supplies and tools into the Hump. About 30 men were to be employed in development work at the Hump and the road to the Old Badger Mine (now the Penman), 2 or 3 miles up the creek from the present site of Orogrande, and then another mile or two up the hill to the mine, was to be the base of the toboggan route. Supplies were freighted by sled to the Badger. Then the two-man toboggans came into play (?). That was a rough sled track along the divide between Big Creek and Crooked River and down to Fish Lake nestling under the Hump Range. An 8-mile drag, two men to a toboggan with 200 or more pound loads, and, of course, snowshoes all the way.

From Fish Lake it was backpack (again webs) straight up for thousands of feet, and 6 miles to the camp at Big Buffalo.

The night camp at Fish Lake, used as a swing-camp for sledders and packers from each end of the trail, was as comfortable as canvas, blankets, sourdough

bread and beans could make it, and we had a good cook. Tents, buried in the snow, Sibley stoves, brush beds on the ground, seven or more in a bed, where, if one wanted to turn over, everyone turned at the signal, "flop." On colder (they were all cold) nights, watches kept the Sibley going.

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

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

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

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

Apropos of those oldtime transportation problems a story comes to mind.

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

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

* * *

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

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

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

Now and then a spur road to a heretofore trail chance lookout would be built, mainly by contributed time. In 1956 a new bridge was built at Lowell and another across the Selway at the mouth of O'Hara Creek. Plans were in the making for timber access roads to be built into new areas with appropriated funds, but none were built prior to 1957.

The once large mileage of trails is gradually being reduced as the more accessible areas are opened up by logging roads. However, in the Primitive Area trails are still the only means of ground travel.



Pack chances were the rule rather than the exception during much of the history of the Nezperce National Forest. This photograph was taken by K. D. Swan at O'Hara Ranger Station in 1925.

PACKING

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

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

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

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

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

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

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

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

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

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



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

PEOPLE

SUPERVISORS AND STAFF

F. A. Fenn provided this information in 1927:

The Bitterroot Forest Reserve (Idaho) was divided into the Northern and Southern divisions with a supervisor in each. Roughly the line separating them was the Selway River. The headquarters for the Southern Reserve was first Elk City but later temporarily located at Grangeville by the arbitrary action of the supervisor, a saloon keeper, whose regular place of business was in the county seat town. Northern division headquarters were in Kooskia. Benton Myer is thought to have been the first Southern division supervisor followed by George D. Smith (the saloon keeper) and J. B. Chamberlain.

For the territory which is now the Nezperce, the list of supervisors follows:

Benton Myer	1897
George D. Smith	
J. B. Chamberlain	1902
Casius M. Day	about 1902-1907
F. A. Fenn	1907-1908
George V. Ring	1908-1916 (died 1958)
Chas. K. McHarg	1917-1918
S. V. Fullaway	1918-1920
Adrian C. Adams	1921-1924
Leon C. Hurtt	1924-1927
Roy A. Phillips	1928-1942 (died Jan. 20, 1959)
Clayton S. Crocker	1943
Albert N. Cochrell	1944-1956
*Alva W. Blackerby	1957-1959
John R. Milodragovich	1959-

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

The date that the headquarters was legitimately moved from Elk City to Grangeville, was not found.

Assistants, some of whom were deputy forest supervisors, assistant supervisors, forest assistants, fire assistants, grazing assistants, timber sale assistants, and engineers were:

J. E. Barton, forest assistant, 1906
J. Arthur Brown, deputy, 1909-1916
Frank J. Jefferson, 1917-1919
R. N. Cunningham, fire assistant, 1919-1921
C. P. Fickes, 1920-1924
Thomas Crossley, 1921-1924
A. J. Devan, fire assistant, 1921-1924
Ralph K. Day, forest assistant, 1921-1927
Guy M. Brandborg, 1924-1934
Clyde D. Blake, 1924-1931 (died 1958)
Ray A. Coster, 1935-1936
Bernard A. Anderson, 1937-1939
Wm. G. Guernsey, 1939-1940
W. E. Fry, 1937-1939
W. W. Wetzell, 1941-1942
Harold H. Hendron, 1940-1944
John F. Shields, 1942-1945
Rolf W. Fremming, 1946-1955
Hans C. Roffler, 1943-1945
John A. Fallman, 1945-1946
Rolf B. Jorgensen, 1954-1956
Elmer E. Luer, 1947-1949
Edward Stein, 1950-1953
F. M. Griswold, 1950-1953
Fred I. Stillings, 1936-1946
Ray L. Hilding, timber staff man, 1955 (also included recreation, lands and watershed management until 1959)
Eugene Dyson, forest engineer, 1953-1959
Homer Hartman, fire, range and wildlife, 1956-1957
Keith Thompson, fire, range and wildlife, 1957-
Walt Kasberg, forest engineer, 1959-
Robert Miller, recreation, lands and watershed management, 1959-
E. S. Cotter, clerk, 1915
Wm. M. Noble, clerk, 1920-1926
C. W. Griffin, clerk, 1926
Gerald E. Reed, 1927-1928
LaVerne Huffman, executive assistant, 1929-1933
Emery M. Kapp, executive assistant, 1934-1940
Raymond E. Armstrong, executive assistant, 1940-1942
Thaddeus A. Lowary, executive assistant, 1943-1946
Glenn C. Todd, administrative assistant, 1947-1949
Paul Prety, administrative assistant, 1950-1953
Ernest Mirehouse, administrative assistant, 1954-1955

Paul Grainger, administrative assistant, 1955-1956
Arthur A. Johnson, administrative officer, 1956-1959
James Stephenson, administrative officer, 1959-

A partial list of clerks, stenographers and receptionists includes:

Mrs. Beale, 1917
Olive Walker, 1917
Margaret Urbahn, for many years in the twenties and thirties
Nell Curtiss Burrows
Nell Billings
Theo Cox
Gayle Dennis Hauger
Jean Todhunter Martin
Iris Potter Hardin
Doris Watson
Mrs. Harvey Myrick
Mrs. Jack Hickman
Mrs. Frank Scott
Mrs. Earl Taylor

DISTRICT RANGERS

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

Other names of previous employees that show up without being tied down to any location are, W. V. Manring, 1908-1912; J. W. Jorgens (no dates); Will L. Vermillion, 1909-1911; Henry Huck (no dates); Harry Halvorson, 1912-1914; Cash Hurst, 1916-1919; John W. Bell, 1917-1920. Both Hurst and Bell may have been connected with the Pittsburg District.

There seems to be some confusion about whether Whitebird was a district or just the headquarters for the Slate Creek District at times. Likewise there is some doubt as to what areas are intended when Elk City, French Gulch, and Red River are mentioned in the earlier years. It is known that G. I. Porter was a ranger at French Gulch somewhere around 1907-1912 and may have then handled the Salmon Mountain area as well as some of present Red River District.

Salmon River District

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

Whitebird Ranger District

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

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

The district does not appear in the 1920 directory.

Slate Creek or Hump Ranger District

Frank Hartman, Slate Creek Ranger Station, 1911-1915
James Dyer, (called Hump District), 1917
Wm. M. Gregg (headquarters in Whitebird), 1919-1923. Howard
Higgins was assistant in 1923.
*W. P. Hanover (called Slate Creek again), 1924-1926
O. V. Clover, 1927-1930; J. T. Harner assistant some of those
years.
Earl McConnell, 1931-1937
Arthur W. Wirch, 1938-1942
Floyd E. Williams, 1943-1948
W. E. Green, 1945-1949
John C. Crupper, 1949-1954
John Morrison, 1955-1959
James H. Freeman, 1959-

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

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

Elk City District

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

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

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

The district was dropped from the 1931 directory but was re-established July 1, 1958 with John Ulrich as ranger.

Red River District

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

Dixie Ranger District

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

George C. Space, 1923-1926
Howard W. Higgins, 1927-1930
John T. Harner, 1931-1933

James Kauffman, 1934-1944
Paul H. Strand, 1945
Rolf B. Jorgensen, 1946
Howard W. Higgins, 1947-1958 (retired July 31, 1958)
James Freeman, 1958-1959
Kenneth Rogers, 1959-

Pittsburg Ranger District (Riverview Ranger Station)

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

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

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

Clearwater Ranger District

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

Frank Hartman, 1909-1910
Thomas Crossley, 1915-1919
Vernon L. Collins, 1920-1936
Bertram A. Goodman, 1937-1940
Carl Walker, 1941-1942
Roscoe L. Space, 1943-1952 (killed by falling tree in 1952)
Dale L. Arnold, 1952
Marlin Galbraith, 1953-1955
John Lyman, 1956-

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

Tahoe Ranger District

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

Meadow Creek District

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

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

The district was discontinued at that time.

Bear Creek District

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

Sumner Rackliff, 1910
Adolph Weholt and Ray R. Fitting followed sometime prior to
Chas A. McGregor, 1916
Bill Bell (later a remount packer), 1918
Thomas Donica, 1919-1920
Floyd M. Cossitt, 1921-1923
Ray S. Ferguson, 1924-1925
Jack Parsell, 1926
Leroy W. Lewis, 1927-1932

District dropped after 1932 and added to Moose Creek.

Selway Ranger District

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

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

S. I. McPherson, 1918-1923
Clayton S. Crocker, 1924-1932
Fred W. Shaner, 1933-1934

C. D. Sousley, 1935-1937
John P. Gaffney, 1938-1943
Edward L. Shults, 1944-1946)The Selway and Middlefork Dis-
George R. Wolstad, 1947-1949)tricts were combined during
these years.
Glenn L. Boy, 1949-1955
John W. Johnson, 1949-1957 (1949-1956 Middlefork District)
Karl W. Spelman, 1958-

Moose Creek District

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

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

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

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

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

A. B. Gunderson, 1944
Jack Parsell, returned as ranger, 1945-1955. In 1956 the district was transferred to the Nezperce, and Glenn L. Boy was assigned in charge. Lawrence Smith replaced Glenn in 1959.

Some other early-day rangers that are known to have worked on the Selway somewhere were: Dan Dunham, Ed Thenon, Jas. McLendon, and Chas. McGee.

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

The earliest information obtained was from George G. Bentz, a stockman at Whitebird. He died in the fall of 1958. George worked seasonally at Elk City in 1900 and 1901. Benton Myer was the supervisor and Warren Cook was a ranger. Bentz received a ranger's appointment May 15, 1902, and stayed at Elk City until June of 1906 when he transferred to Whitebird. J. B. Chamberlain was supervisor when Bentz went to work; he also recalls a Babcock as head ranger and Warren Cook, Homer Fenn, and Grant Ritchfield as rangers around Elk City. There did not appear to be districts as we know them and the rangers carried on individual patrols. In 1904 Homer Fenn went to the Targee as supervisor and Warren Cook resigned to run Campbell's Ferry for a time. George well remembers getting the proper political endorsement before obtaining his first job.

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

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

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

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

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

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

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

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

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

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

During both World War I and World War II, men were scarce. Frequently temporary people were assigned in charge of districts and often did not show up in directories. This could well mean that some folks have not received credit for some important assignments. It is believed that both Delbert Cox and Abner W. Foskette were in this category about 1942.

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

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

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

The trend since about the midtwenties has been more and more toward technically trained college graduates. Now and then someone with a wealth of background experience and native ability does get over the hurdle. Here is the way Delbert Cox managed to become a ranger. He started in 1930 as a lookout and for the next two seasons was a foreman on trail and tower construction. Next came two seasons as a dispatcher and alternate and then about 2 years as a CCC foreman. On October 1, 1936, he became superintendent of the Slate Creek CCC camp and continued there and at the O'Hara Camp until April 1, 1942. For the remainder of that year he was acting ranger on the Middle Fork District and then enlisted in the U.S. Coast Guard where he spent 3 years.

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

OTHERS

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

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

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

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

1905, was a storekeeper, a postmaster and worked for the Dixie District now and then. Around Riggins at various times could be found "Lark" Alkire, alternate and foreman; Loy Hollensbeak, foreman and now retired; Roy Butzien, headquarters guard and handyman; and Joe Wirt, alternate who transferred from the Lolo and returned there after about 10 years on Salmon River. Joe was a real jack-of-all-trades and master of several. "Ace" Barton, alternate, grew up on a ranch in Hells Canyon and is better than good at battling Salmon and Snake river fires.

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

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

Paul H. Strand worked mostly as a dispatcher but also worked at many jobs since 1928. Chester W. Curtis has been on the job some 25 years, taking on many different tasks. At present he is doing engineering work. Earl W. Parks, a top timber sale administrator, has been an alternate and filled in on many different jobs. Jack Taylor, a handyman with equipment of all kinds, is best known as a patrol operator.

Mark Watkins was a member of the clerical staff during the war years and filled in as administrative assistant on different occasions. Mark was especially good at training new clerks. Lora Vilas, telephone operator at Elk City, did many things not exactly within the title of her job or within official hours. Edward J. Robinette, a son of O. P. of packsaddle tree fame, is alternate on Selway District. Jay Miller is remembered as headquarters fireman and ex officio mayor of Pete King. Both "Cap" Evans and Bert Cramer worked in the 3-Links and 62 area during the early twenties. Bob Bruce, administrative officer on the Lolo, was on the forest for several years as was Bruce Gray who migrated to Alaska.

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

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

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

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

Wm. C. A. Enke is still on the forest but served some time on the Clearwater as district ranger and on timber sales.
Glenn L. Boy, staff assistant in fire and grazing
Kenneth I. Young, ranger on the St. Joe
Keith M. Thompson, staff on the forest but served on both St. Joe and Kootenai in between
John C. Crupper, now staff on Custer
David R. Howard, back as ranger on the Salmon River District after several years on the Coeur d'Alene
Karl W. Spelman, ranger, Selway Ranger District
Ray W. Miner, engineering work
Dale L. Arnold, staff, Division of Recreation & Lands in regional office
James H. Freeman, ranger, Slate Creek Ranger District
Lloyd Larson, Region 6
John A. Ulrich, ranger, Elk City Ranger District
Wm. R. Driver, timber sales on Gallatin
Dale S. Thacker, ranger, Magruder District, Bitterroot
Craig W. Silvernale, ranger on Gallatin
John L. Emerson, ranger on Coeur d'Alene
David L. Owens, ranger on Flathead
Fred T. Matzner, assistant ranger, Clearwater District
Hadley B. Roberts, Lewis & Clark
Kenneth W. Rogers, ranger, Dixie District
A. James Caddis, assistant ranger, Red River District
John P. McArdle, assistant ranger, Selway District

Wm. R. Magnuson, assistant ranger, Salmon River District
J. H. "Bud" Coats, in charge of regional communications

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

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

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

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

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

A rough count shows that about forty men have received their belts from the Nezperce since the practice was initiated. It is considered a real honor to possess one.

THE END

